



messing about in BOATS

Volume 14 - Number 22

April 1, 1997



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Special Features This Issue
In Search of the Ideal Power Cruiser
A Summer Abroad: Bristol '96 - Electric Launch "Lily"



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In Our Next Issue...

I'll get back to work to bring you my reports on "Snow Row '97" and "Frame Up in Essex"; and Bruce Hall will tell us of last year's "Home Again '96 Penn Yan Reunion".

Jim Thayer continues his "Summer Abroad...Bantry Bound"; Gerald David nostalgia trips in "Mr. MacCubbin & the Laws of Salvage"; Freida Fenn give us "A Better Look at Bowron Lake"; Ed McCabe describes "Creating a Culture"; and Bunny Fernald muses about "The Tides Are Getting Higher".

Don Elliott draws near the end of "Building Paradox"; Gary Clements presents his design for "Bahama Mama"; Renee Phoenix tells us that they "Have Wayfarer, Will Travel"; and Morton Ray describes "Electric Cruising" in his own design launch with his own design electric outboard.

Foundry work gets more attention from Bill Kirk in "Bunsen Burner" and Sam Overman gives us his "Oarmaster II User Report".

Phil Bolger essays in some detail "On Rowing".

On the Cover...

Phil Bolger and Friends cruising down the river on a Sunday afternoon in their electric launch Lily. A detailed report on the design of this practical electric picnic launch for the home builder is featured in this issue.

Commentary...

A most attractive aspect of publishing this little magazine over the past 14 years has been the nearly complete absence of major controversy over its content. Messing about in boats is essentially an innocuous activity and our collective enthusiasm for what we do seems not to create serious schisms and hostilities amongst all the many viewpoints we encompass.

Every so often a minor issue erupts. On past occasions I have weathered some criticism for political incorrectness in how certain articles referred to certain ethnic groups. There also was a crisis(!) over perceived sexism arising from an ad we accepted featuring a buxom bikini beauty towing a boat up on a beach. Minor stuff and soon over.

Now we have a new modest round of criticism developing over Don Elliott's ongoing series on building *Paradox*. In the March 1st issue I published a letter from James Watson, Technical Advisor at Gougeon Brothers, pointing out some things we should know that he felt were inaccurate in the series. I felt his viewpoint needed to be presented as it was specific and well reasoned and not simply telling me that Don's efforts were all wrong and should not appear in the magazine.

I have since received several more letters on the subject, some further criticising Don's series and his apparent attitude as divined from his writing. In sum, these critics felt Don was too cocky and know-it-all about what he had experienced, and was disseminating false advice.

Well, this made me realize that it was time to reaffirm my philosophy about the content of this magazine. It is not a bible of righteousness. I never set myself up as dispenser of the "word" and defender of the "truth". Both these concepts are highly personal, spanning widely divergent beliefs depending on who holds the opinions. I never fail to be amazed by the absolute assertions presented by individuals as to what is the "right" way.

This is a magazine about and by all of us who do indulge in messing about in boats, with all our varied opinions and viewpoints, experiences, suggestions and how-I-did-it tales. I feel the readers can decide for themselves what they think about what they read.

And so it is with Don's series. I felt it contained a tremendous amount of useful hands-on experience information. Don writes in a style that may perhaps be overly assertive to some, but I happen to enjoy reading what people with clearly held opinions have to say about what they have done. I included Mr. Watson's critique as it was specific and informative. I have not published some criticism that essentially told me I shouldn't be publishing this series and that it was an irresponsible narrative about its

subject full of personal opinions.

Another letter that I am publishing right here from a reader and contributor catches the essence of what I have said above about this magazine's concept and purpose. Mark Fisher originally phrased his letter as a reply to Mr. Watson, and I have edited it only slightly to incorporate it into the thread of my commentary here.

Some Things He May Not Have Realized

As a long time reader and some-time contributor to *Messing About in Boats*, I felt a protective reaction to James Watson's article in the March 1st issue vis a vis epoxy and its uses, "Some Things That You Should Know". Although well informed and thorough, there are, perhaps, some things that he may not have realized.

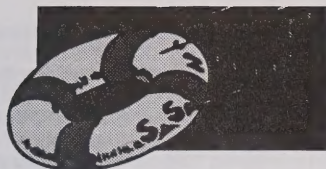
While Mr. Watson is a professional in his field at Gougeon Brothers, those of us who write articles for *Messing About in Boats* are not paid professionals. And as readers we accept the proffered articles as accurate reflections of the authors' experiences and ideas, and listen to their suggestions with tolerance, interest and at least a little bit of salt. We happily read accounts of blue poly tarp sails, very personal accounts of canoe trips, and amateur excursions into naval architecture that must make the NA's amongst us blanch.

We do not insist on accuracy. When I drew up plans for a PVC sailing rig for an inflatable, no one questioned my lack of tolerances on the drawings. Nor will I worry if someone misspells my name. If I find there is an underground economy in PVC sailing rigs, I will be interested only in whether the rigs work.

Mr. Watson's reactions to Don Elliott's series, while understandable from one who must have to deal with confused customers trying to peel their catalyzed three year olds off the floor, are nevertheless distressing to me. Don's series has offered more fresh thinking on epoxy handling than I've seen anywhere else in years, since I last read one of the WEST System manuals.

Mark Fisher, Takoma Park, MD.

My thanks to Mark for so clearly expressing the way I view this magazine. The majority of readers seem to share this viewpoint, judging from our renewal rate and the encouraging notes often appearing on the renewal forms. For any who do find some articles contrary to their viewpoints, I suggest they pass over these to something they can enjoy. Or if they wish they should express to us their alternative viewpoint presenting their case, not attacking the one they disagree with, and not presuming to sit in judgement of their own personal perception of its author's competence to state his views.



Small Boat SAFETY

Ready for Spring

By Tom Shaw, U.S.C.G.A.

Spring is clearly on its way. Not far ahead are warm, sunny days and calm seas. The boating season is about to begin in earnest. Is your boat ready?

Of course, you and your marina have done the obvious maintenance. The engine has been de-winterized, the battery charged, the bottom painted, the hull waxed. Why not take one more step in preparation for all those hours on the water that lie ahead. Call on your local Coast Guard Auxiliary and have a free "Courtesy Marine Examination" of your vessel. Make sure that you have all the required safety equipment on board and that everything is in good working order.

A trained Auxiliarist will be glad to go over your boat with you. The two dozen items on his check list include all equipment required by state and federal law. If your boat is not completely up to snuff, your examiner reports deficiencies to you and only to you. There is no "law enforcement" element involved in a Courtesy Marine Examination. The Auxiliary is concerned with vessel safety and wants you to know what, if anything, you need to do so your boat will qualify for the "Seal of Safety," a decal that tells the world (and law enforcement officers) that she meets all the requirements.

Even more importantly, you will know your vessel is ready for a season of active boating.

"The Old Ed Stories"

By Eric P. Russell



Stubbornness

Once I sailed an unexpectedly long trip. I was still young and, as I liked to see my friends regularly, worked in the coasting trade.

Two brothers had recently bought the coasting schooner *Harper's Ferry* and were successfully carrying general merchandise to St. John's, Newfoundland, and fish, both salted and barreled, back to New York's Fulton Fish Market. One of the brothers held a deepwater captain's certificate and could bring the largest vessel into the smallest port anywhere in the world. The other brother had worked coastwise all his life and got uncomfortable out of sight of land. As there has to be someone in charge on all vessels, the deepwater brother was the captain and the other shipped as mate.

This agreement did not mean that the coasting brother was silent about how unnecessary the captain's regularly checking their location was. Nothing, after all, changed its location. New York stayed put and so did St. John's. Not only that, but the courses steered each trip were almost identical, subject to the vagaries of wind and weather. Any fool could bring them to either end of the trip without special skills or hardware by dead reckoning. Well, all this got to the captain. Finally, after I had been with them for about a year, he turned to his brother and said "Well, as you know, we've just left New York. I've a pile of reading in my cabin. I trust you will tell me when we arrive in St. John's. Call me if you need me." He then went below.

Well, the first day went fine. Next morning, however, the breeze became a northeast gale and the mate took her off southeasterly, which was as close as she could lie in those

conditions. We were still making easting but no northing and we were under reduced sail. As we were not hazarded, the captain stayed below and the mate made a mark on the chart every few hours with his estimate of where we were. The gale lasted two days before it finally eased and shifted to a westerly. The mate brought us about northerly and the captain came up on deck to take a sun sight, just for his own information. Those of us on deck could see how the mate itched to ask our position. He couldn't, though, he had something to prove.

Next morning, a Boston bound Cunarder went by headed south, which could have told the mate something of his position. He seemed to take no note of it. After several more days had gone by with no sight of land, the mate went to the cabin and told his brother "We seem to have been driven further to leeward than I reckoned, but we should be reaching a landfall any time now."

"I shouldn't wonder if we did, it's about time," replied the captain.

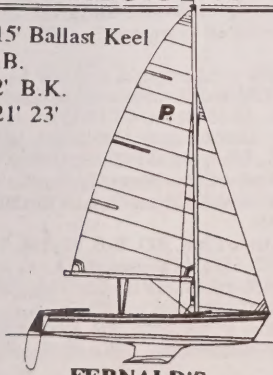
After 18 days with no sight of land, there was a yell on deck. The mate turned to his brother, saying "I told you we didn't need any fancy navigation. There's Saint John's on our starboard bow."

"You fool, that's Fastnet Light. We're off Ireland. Get forward and prepare to come about. I'm taking us to St. John's."

There was nothing left in the galley except some salt horse and rotten potatoes when we finally arrived. When the crew found out why we had been out so long, not one of us ever sailed with either of them again.

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ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 225-0640.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seaford Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherlands Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Muliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.
 New England Downriver Championship Series. (203) 871-8362.
 Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
 Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
 Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
 Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
 Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.
 Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
 Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
 Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
 Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
 New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
 Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (508) 774-1507.
 Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.
 United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
 Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
 Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.
 Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
 New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
 Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.
 Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
 Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
 Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
 Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
 Patuxent Small Craft Guild, c/o George Surgent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.
 Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
 Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
 South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
 Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
 Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
 Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.
 Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
 TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
 Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
 Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.
 Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.
 S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (508) 356-3065.
 Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
 World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.
 Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
 Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
 Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
 The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.


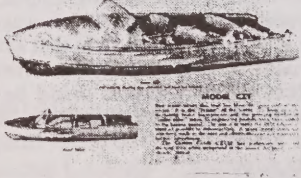
IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

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San Juan Shock

I read with much interest Bolger's and Tom Fulk's articles on the *Skillygalee* sharpie in the January 1st issue. In the course of the years I have designed, built and sailed several sharpies that were similar to *Skillygalee*. I loved them all.

A shock came when I read Tom's words regarding the San Juan Islands in Washington state. "Strong currents and light winds prevail in this area during the summer, not ideal for sailing." Several hundred Pacific northwest sailors must have gasped reading these words.

Nothing could be further from the truth. The somewhat protected waters stretching from Puget Sound to Icy Strait in Alaska are one of the world's better cruising grounds for pure sailboats as well as the auxiliary sailing craft which nearly all are anywhere today.

I have sailed those waters in boats with and without auxiliaries for many years, and while they may not be ideal, they are certainly more so than the waters about San Francisco. The tides, when you learn how to use them, are magic carpets for sailors without auxiliaries.

The "new to the area" syndrome may have been at work here. Everywhere I have gone on both coasts and proposed cruising in an engineless sailboat I have been told, "You may have sailed without an engine wherever it is you come from, but you will find you cannot do it here!"

John Erickson, Shelton, WA.

Why Columbus Changed the *Nina*

In the January 1st issue William Mantis asked a number of questions in a suggested list of articles for publication. I would contribute the following to his query about development of the fore and aft rig and why Columbus changed the *Nina* from lateen to square rig.

The most probable explanation is that the ability to carry extra spars was limited by the size of the vessel, and that extras had to be carried, as loss of a mast would be fatal unless its components could be easily replaced. Reading Patrick O'Brian's Aubrey and Maturin series of books brings this out very effectively.

Also contributing perhaps was the lack of knowledge or capability to construct a deep keel to provide the lateral resistance that is needed to sail close to the wind and to limit leeway. There were boats with fore and aft rigs, but mostly small inshore types.

Another point on the fore and aft vs. the square rig is that sailing upwind in a very large craft in any sort of wind and sea conditions is hard on the boat, rig and crew. As has been said, "Cruisers don't go to windward", for these reasons.

Certainly the Dutch used leeboards on their canal boats and to some degree for offshore, but here again the size of a leeboard that would be effective on larger vessels would be limited by the materials available.

On the question of whether centerboards are more effective than leeboards, I think this could be proved by examining the performance of the Sabot and the Naples Sabot. If I remember correctly the Naples Sabot with centerboard would outperform the Sabot with leeboard. Perhaps others could verify this.

I have a question of my own: Why do so many small boat designers use the sprit and lug rigs? I understand the desirability of having spars no longer than the hull but why not use the sliding gunter instead? With a wishbone this would give good performance on all points of sail and allow the use of a jib.

Robert Smithson, Bend, OR.

Multihulls Yes!

Multihulls, yes! Especially the cruising beachcamping, gunkholing, island hopping aspects. My plan is to do a couple of ply/epoxy small projects and then a trailerable cat. How about a regular column devoted to "Multihull Matters" (multi-messing?).

Ah yes, so many ideas while huddled next to the woodstove miles from salt water.

Fred Smith, Mt. Shasta, CA.

Loved Those Pintle Sisters

I loved the Pintle Sisters piece in the November 15th issue. It's always great to have a "ready about" in the literary offerings. The tack is new and refreshing.

Andre Venables, New Paltz, NY.

Your Needs...

Volunteers for *Wavertree*

The South Street Seaport Museum seeks additional volunteers to assist staff with the restoration and maintenance of its great iron hulled ship *Wavertree*. Men and women interested in working on this 1885 ship as she is readied for haul out prior to ballasting and rigging are asked to contact Patricia Sands, Director of Volunteer Programs at (212) 748-8727.

Metal working, carpentry, electrical skills or ship yard experience would be helpful but are not required. A commitment of one day a week (or on weekends) and a willingness to take on dirty, grubby work in all weather are all we ask!

South Street Seaport Museum, 207 Front Street, New York, NY 10038, (212) 748-8600.

Subjects Worth Looking Into

Some thoughts stimulated by William Mantis' letter in the January 1st issue, regarding "Some Subjects Worth Looking Into":

Calusa Canoe is no longer offering classes, but definitely would provide help in building one of their beautiful cedar strip canoes. We saw them at a recent local show: (800) CALUSA-3, in Ft. Myers, FL.

Electric Boats: Calusa Canoe also showed an exquisite 20', 145-pound cedar strip electric powered launch, and have plans

for a 16' version. It looks as if the current authority is *Electric Boats*, by Douglas Little, International Marine Publishing Co., 1994.

Sculling oars, or other forms of non-petroleum-based auxiliary propulsion: Phil Bolger's Dovekie, which I sailed for 10 years, is realistically rowed, or sculled in tighter quarters. In fact, in choppy conditions it is somewhat easier to scull her, for as long as your arm holds out.

Leeboards: Bolger of course the authority here. Leeboards are naturally perfect for the Dovekie, and she sails remarkably well upwind, which of course is true of most of these funny-looking little boats we sail. Peter Duff refined the leeboard. I think three times over the years, with some noticeable improvement each time.

Leland W. Wight, Jr. M.D., Sanibel Island, FL.

Bristol Sloop Info

I'm soon to be purchasing a 24', 1978 Bristol sloop and would like any information concerning this boat, rig, sailing, peculiarities, etc.

Gene Pumphrey, 32 Sandra Ln., Bloomingdale, NJ 07403, Fax (201) 838-8597.

Received About Ten Replies

Just a note to thank you for printing my query re "Marvin S. Blood at Gosport". I received about ten replies pointing me toward Gosport Harbor on Star Island in the Isles of Shoals off Portsmouth, New Hampshire.

However, the correct location appears to be Gosport Naval Yard in Portsmouth, Virginia, a suggestion that came from a reader in Newport News, Virginia.

Larry Blood, Reading, MA.

Received Four Replies

Last September you published my request for suggestions for a boat that would fit inside my 1965 VW bus. I received four replies.

Phil Bolger recommended his 8'x 4' Brick.

Sheldon Douglas of the Little Boat Company in Tacoma, WA, offered to design a boat to meet my needs.

Jim Pope of Spokane, WA, recommended Jim Thayer's Wee Punkin as he had good luck with Jim's other designs and thought it might fit.

Sabin Mroz of Alpine, CA, suggested a cartop boat instead of carrying it inside and included a photo of his 1965 VW bus (a twin of mine) with a Bolger Cartopper on it, together with drawings of a roof rack and transom dolly.

Thanks to everyone who responded. I am considering all these options along with some others I have developed (take apart, folding, nesting). I am almost moved into my new home (with shop) so I should have time this summer to build.

As I write this I am at my desk looking out at the Tuolumne River running by about 50' away. I have thought of stringing a line across and attaching a model boat to it so I can watch it continuously plane along upstream.

Craig Wilson, Groveland, CA.

Fragile Lands

Anyone contemplating enjoying boating along the Maine coast this summer should read the MITA/Casco Bay Project folder, *Fragile Lands*. A nicely done exposition of how you should treat the shorelines when you go ashore, it is part of ongoing efforts to minimize the adverse impact of too many small boat and kayak folks overusing limited available islands and shorelines.

Send an SASE for a free copy to: MITA, 41A Union Wharf, Portland, ME 04101.

Erno Bonebrakker, Portland, ME.

Your Experiences...

WoodenBoat Show Will Return to Mystic Seaport in 1997

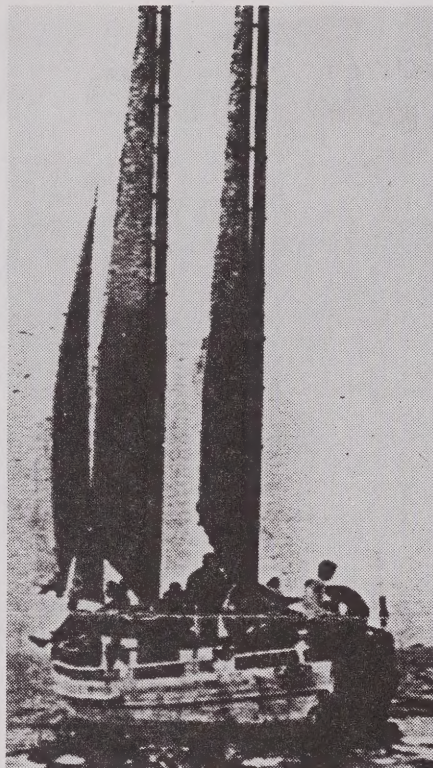
The sixth annual WoodenBoat Show, produced by *WoodenBoat* magazine, will return to Mystic Seaport in Mystic, Connecticut for its second and final year in that location. The show will be held on the Museum grounds on June 27-29, 1997 from 9am - 6pm. daily. This is the last opportunity to see the show at Mystic Seaport, the world's leading maritime museum.

More than 100 privately-owned vessels will participate, ranging from exquisite 80' yachts to 15' working skiffs, from just-launched to very old. Seven tents will hold displays of coatings and adhesives, wood, hand and power tools, sails, bronze hardware, oars, and engines. There will also be exhibits of ship models, carved signs, books, plans, and other publications, and various schools and associations. Many exhibits will include demonstrations of various tools and methods of construction. Young children can build a small boat in the Interlux Children's Boatbuilding Area, and there will be an active Sika Challenge, where teams of amateur and professional woodworkers compete to build their unique design—and race it without sinking.

Mystic Seaport will exhibit rarely seen portions of its collections especially for the 1997 WoodenBoat Show. The Museum, which holds the largest collection of small boats in the world, will display a selection of vessels and antique marine engines. Showgoers will be able to "go behind the scenes" with staff and learn how Mystic Seaport researches and documents vessels before, during, and after restoration. They'll also be able to visit with the Museum's riggers in the rigging loft. Other rare exhibits will be a collection of ships' plans and Rosenfeld photographs. With more than one million photographs, Mystic Seaport holds the largest collection of maritime photography in the world.

The 1997 WoodenBoat Show offers a unique opportunity to see a wide variety of beautifully maintained classics. It is also the place to gather the materials to build your own classic boat, and to talk with others who have done so. Advance three-day tickets (\$25 per adult) are available only until June 12 by calling WoodenBoat Publications at 800-2737447. Daily adult admission at the gate will be \$17.50, children ages 6-18 will pay \$10.

Valerie LaFrance, WoodenBoat Show, Brooklyn, ME.



What a Way to Grow Up

This old photo is of *Gypsy*, a Chesapeake 9 log sailing canoe, 54' LOD, 14-1/2' beam, 3' draft (centerboard up). Ten idyllic summers, what a way to grow up. An experience I'll never get over.

Charlie Hewins, Philadelphia, PA.

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as simply messing about in boats.

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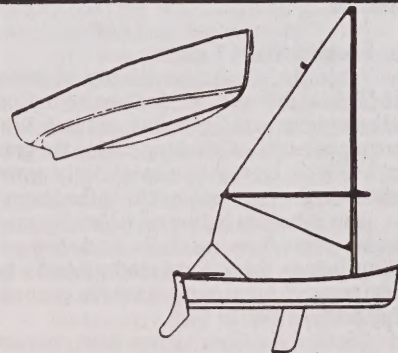
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Current and/or Choice

Last night after a snack of toasted cheese sandwich (heavy on the mayo and garlic), four Christmas cookies and decaf (double shot of rum), I crawled into the sack with an old *New Yorker* (my wife was in the Junction) and finally dozed off after the last page, movie reviews by Christopher Buckley.

I slept fitfully but dreamt vividly.

This week we'll examine a fairly recent phenomenon, boat nut movies. Hollywood has discovered the burgeoning small boat scene and has put the glass on the masochistic subculture which, as the denizens themselves put it, is dedicated to "messaging about." Herewith, a quick look at recent offerings.

Mystic Mayhem

A set piece full of those starchy New England characters whose vocabulary is limited to "eh yup."

A body, covered with fresh varnish, is discovered by enthusiastic rag waving boat nuts leaving a seminar entitled Boat Dusting for Neophytes.

Crusading publisher Rob Mix is soon on the scene quizzing all and sundry while his lovely wife June tries to bait the killer by surreptitiously planting petunias in the displayed boats.

Rousing action includes a boat chase down the Mystic River to an island where the orange juice mysteriously disappears.

In a heart stopping finale the killer, a portly gent in plus fours and gum boots, is nailed just as he is about to crown June with a pot of petunias. As the cuffs are put on he shouts hysterically, "He touched it with sweaty fingers."

He is led away loudly proclaiming *WoodenBoat* immunity while gurus and wannabes alike cluck and mutter "justifiable homicide."

The Eastern Shore Caper

A classic whodunit with lots of boats, fast-paced action and a cast of hundreds. Contradictory clues and subplots abound. Why were masts and oars breaking during the great race? Who cut loose the boats while the crowd huddled in the auditorium during the storm?

Can it be that a trusted father figure is stealing boats from the kid's workshop and selling them on the national market? And what of the treasure hunt, good clean fun or something more sinister?

Director Joe Chevy keeps things moving and the suspense building until the final denouement at the Carpenter Street Saloon.

Recommended for all ages

The River Gang

We are grabbed by the opening scene, a small green boat beating ever so slowly into the gathering dusk, its passengers and crew huddled against the cold and mutinously eyeing the captain (Don Wall). Will they make it?

They do, of course, and then struggle up the hill to an abandoned cabin where they are hardly better off, for they catch a glimpse of the bearded recluse suspected of a recent double murder.

It's not all spooky as there are marvelous beach scenes and some lovely boats. A counterpoint to the dark doing is a lovable old gent (Dip Closet) with a lady friend whose fixation with outhouses supplies comic relief.

Weird and wonderful. Take the family.



Movie Reviews

By Jim Thayer

Rum and Recreation

A seemingly idyllic southern town is underlain by hidden cross currents and violent passions. An uneasy truce exists between the sailing crowd and the restaurant owner. This, together with a local sheriff who has a vendetta against people who drink standing up, keeps everybody on edge.

A local fellow (Jack Ireland) has built a boat with a sail four sizes too big in an attempt to win the famous Bull Trophy. Not to be outdone, a visiting admiral (Muddy Roads) shows up with an audaciously long rowing boat and steals the Coveted Cuban Bandera. His triumph is short-lived when a gunslinger from Maryland rides up and blows the locals away with a hot double-ender.

The old guy (Dip Closet) provides comic relief when he falls out of a boat with a rudder four sizes too big.

Good, clean fun for the entire family.

Fast Tacks

The title says it all. You've got to be on your toes to follow this one. Action is all over the East Coast as the Brotherhood attempts to capture the Elusive Customer.

Things get off to a bang-up start on the beach at Virginia Beach when a sneaky northern boatbuilder using an alias tries to abduct the beautiful woman and wrecks his boat in the towering surf. The old guy (Dip Closet) has a great bit where he is trampled by a sneaky boat-in-the-grass during the tornado scene.

Quick cut to New York. Great whipping scene and some nice square rigger shots, but still it drags.

We're in Albany! I told you to pay attention. Nice boats but there is a sinister development. The authorities, while searching for the Elusive Customer, discover an impostor, a cleverly disguised glass boat. The perpetrator (Tom Honor) is soon unmasked and gets his just reward.

To accomplish his devious objectives, the Slick Operator (Don Northland), having captured the gorgeous girl, lures everyone to his gigantic small boat shop with promises of a fantastic party. On-the-water action includes a storm, broken boom and a nice parade. The Slick Operator's ploy is revealed when he gets an award for a restored trout boat. Romantic interest is supplied by Hunk Boatbuilder (Tiny Diz) and nifty girlfriend (Melekay).

The Elusive Customer is never found. Everybody just fades into the sunset to a stirring chorus of Row, Row, Row Your Boat. Saccharin sure, but the sort of heartwarming stuff we could use more of.

Seasick in Seattle

Set in the gorgeous Puget Sound area, this flick is tops for scenery and a variety of boats

in type and size.

The action takes place around a small marina, Port Nash, beloved of the locals but coveted by a vile developer who would throw out the Good People and their Neat Boats, carpet the whole place, put up condos with portholes and fill the basin with bikini-draped, chrome-plated wave generators.

There's singing, dancing, baked potatoes, corn on the cob and other good stuff. They must have cut the bare breasted nursing scenes we have heard so much about, 'cause I sat through it twice and never saw anything unseemly.

In the midst of the good-natured messing about a vicious cigarette boat rumbles into the basin, turns ostentatiously around and thunders ominously back out. What does it portend?

For diversion there's the guy in the itty-bitty boat who spends nearly the whole picture sailing up and down the piers terrorizing all the people with varnished topsides.

Of course there's that old cliché, the villainous glass boat hiding amongst the prim and righteous woodies.

The grand finale alone justifies catching this flick. All the boats, great and small, even the itty-bitty boat, go out for a joyous sail around to celebrate foiling the vile developer.

A must see if you like boats.

Bashing to Bantry

Hollywood doesn't have a lock on the boat nut genre. This continental romp has it all, in spades.

It's basically a couple of Cecil B. DeMille type boat shows, Bristol and Brest/DZ and the producer could have left it at that, but must have felt he needed a story to hold it all together. As a vehicle he concocted the *Hanah*, an old schooner with multinational crew and an American passenger. The passenger, suffering mid-life crisis, second childhood, or whatever, it's hard to figure, is catatonic at sea but rouses himself in port to ogle the girls, of which there are many.

There is the requisite storm at sea, suspenseful entrances into strange harbors, classic drunk scenes and some pleasant travelogue stuff. The camaraderie and partying among all and sundry is an obvious plea for world peace and brotherhood.

In the end the old guy, spurned by all the girls, sails off into the gathering storm in his itty-bitty boat. Cameo appearances by Hunk Boatbuilder and Melekay.

Gorgeous boats on an epic scale. Video available. A classic aborning.

Kokopelli

This is the sort of low budget flick one used to find in art houses in my college days. It won't likely make it to the hinterland.

There's this guy, see, hero, protagonist, whatever, with delusions of grandeur, who loads up his boat and goes off to find Shangri La, known locally as Lake Powell.

The acting (to abuse the term) consists mostly of staring vacuously at the horizon while mumbling gee, gosh, wow, and the like.

There are no credits, and rightly so, for the writer who came up with such gems as "The message is in the monoliths" surely deserves anonymity.

Nice boats and fabulous scenery, but don't look for a plot, there ain't none.



Bristol Harbor. No triangular courses here!

The passport showed up on Saturday, D minus 2. Whew! We were at the Greyhound station Monday afternoon ready to go, except I forgot my summer sleeping bag. As it turned out, we had plenty of time for one of the girls to go get it but I said no, a decision I was to rue puffing up the hills of Brittany. A big yard-sale bag had gone in the boat (*Boats* August 1, 1996).

It's been a lot of years since I went Greyhound, and the socioeconomic mix has changed in the interim. No chickens yet. The air hop to DIA is prohibitive.

After a relatively comfortable night in the big tent on the prairie, it beats the heck out of JFK for sleeping, I was off for Heathrow where I stepped out into a raw May morning. A couple of inquiries, a flip of the plastic and I embused for Bristol amidst a crowd of stoic unfortunates whose bus had broken down. I had a cup of tea from the hostess and ere long debarked in the dank, dark, Dickensian Bristol station. A helpful bobby put me on course for the harbor and, after puffing up an unnecessarily steep hill, I arrived at HQ.

The place, a chaos of desks, phones, paper and people, was not reassuring. I inquired after Teresa Bristow, the name on my correspondence. Teresa, being second in command, was busier than anyone else and I despaired of a greeting, let alone any help. However, she dropped everything and took me in tow for the registration tent a goodly distance down the south side of the harbor. The girl had great legs, or wheels. Between the drizzle and the pace, my vision was badly blurred.

Having added an official briefcase to my already heavy burden, she suggested we see about a place for me to stay and we hit the bricks again. On passing the Rose she said it might do, and I said "Well, yes, or maybe

A Summer Abroad - 1 Bristol 96

By Jim Thayer

something more exotic." She never slackened her pace but continued on around the head of the harbor and down the other side till we arrived at a schooner with a very nice bare busted figurehead, the *Anna of St. Petersburg*. "Very nice people" she assured me, and left me in the very comfortable saloon to await a once over by the captain.

The captain, a mere boy, found me harmless or pitiful and allowed that I could stay. At least I guess that's what he said, and just as well. What with the rain and the approaching dark, I'd have been hard to get rid of. He subsequently moved aft and gave me his cabin.

Thursday was spent checking with Trevor Potts, chief of operations, who sent and received faxes, and hanging out at the crew center which put a phone at my disposal. Customs in London wanted 157 pounds cash before they would let go of the boat. Customs in Bristol, after shuffling me through four offices, were sorry but they couldn't help. Finally the trucking company, evidently convinced that I was good for it, put up the money on condition I hand over the cash when the boat arrived. They would deliver it at the far end of the harbor at 5 PM.

The truck arrived right on time, I counted out the 157 quid and the box was mine. Clever fellow that I am, I had included a Phillips screwdriver in my pack. With some effort I got the top and one end off and the boat extracted. A passerby took an interest in the project and offered to help launch her. After a

try at lifting her, he disappeared into a nearby dinghy park and reappeared with a flat-tired trolley. About this time John, a fellow I had met the previous day at a nearby boatyard, happened by and I presented him with my empty box. He was delighted to have it and would collect it on the morrow.

As I was getting the boat rigged up, the harbormaster appeared and inquired after the box. "Oh no. Impossible." There would be a hundred dinghies launching in the morning. The box had to go. Now. He was polite but firm. Boy, screws go in a lot faster with an electric driver than they come out by hand. It was getting pretty dusky by the time I had lugged all the pieces down to the boatyard. I considered launching it and towing it down, but was afraid I might wind up in more trouble.

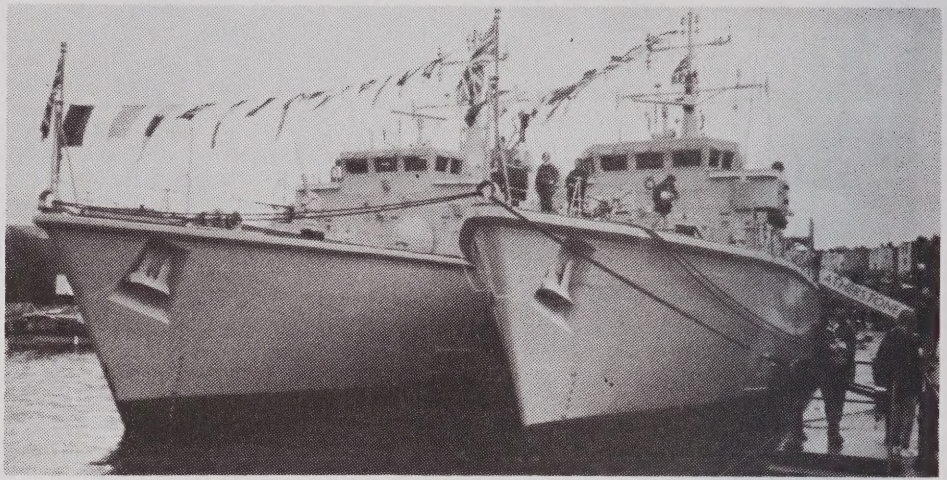
Fortunately they have a long twilight at these latitudes. I hadn't put my mast tip back on, so I hoisted her single reefed. Not good enough so I double reefed and cast off. Luckily it was a dead run. With time to relax, I looked up at the sail and was momentarily puzzled and then appalled. I had the whole thing backward. I fetched up against a boat with a bunch of fenders out, lowered the yard, turned everything around and was soon on my way.

By now it was pretty dark. I gave the ferries a wide berth and managed to dodge the rest of the moving lights. I had only a rough idea of where I was going but lucked onto a space just adequate, guarded by a long bowsprit. I jerked the rig, crawled under the bowsprit and tied up. Whew! Long day.

But it was only 10:30 when I got back to the *Anna*, so I had three cups of tea with the captain and girlfriend, then hiked back around the harbor to the crew party. They laid on a puff pastry bowl filled with creamed seafood,



Lots of kids in uniform directing traffic and whatever.



Minesweepers, world's largest glassfibre boats.



Nelson comes ashore.

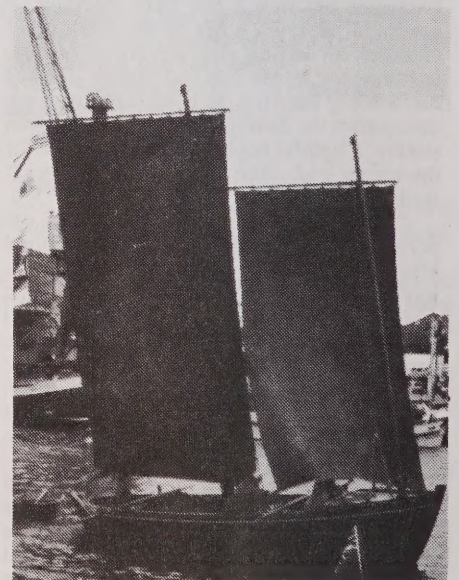


Rose turning around.

Mathew, replica of Cabot's ship.



Jean et Jeanne. Nifty boat and good short tacker.



peas and potatoes. Very good. I got back to the *Anna* about midnight, footsore but well content.

Friday was spent checking the sights, which included a steam side-wheeler with engine and wheels going, a steam crane, a big recip screw steamboat and several tugs. Bristol will become known for its steam machinery as much as its square riggers. Up the south branch there was a pit saw in operation and a guy making bowls with a spring lathe. Of course there were people, some in costume, selling all manner of food, drink and junk. Two popular items were velvet hats, a "Mad Hatter" type and a "Jester" type with bells. They decorated the heads of some otherwise staid Englishmen. There were numbers of tents with strange and wonderful exhibits as well as more mundane tourist stuff.

It was hard on the old legs. Being an official captain, I had a crew pass and could take some shortcuts not available to the public. I also tidied up the *Limpet* a bit and hauled the mast back to the *Anna* where I rigged a cover so I could get it dried out and the tip glued back on.

The captain had put his girlfriend on a train back to France. On the way back to the ship he had obviously, and evidently successfully, tried to drown his melancholy. He found me nibbling a meager crust of bread, so he dug out fresh bread, duck pate, Camembert and a bag of wine. Before I got the first slice spread he had gone away. He was still there in the morning with a jester hat over his face.

Saturday was more of the same, but with a bit of sunshine. Come bed time, Vadim, the mate, and his old captain on a previous boat, Vladimir Martous from St. Pete, showed up with a bottle of vodka. Vladimir was in town to give a paper on the Shtandart replica he is building in St. Petersburg. They proceeded to polish off the vodka and engage in some spirited arm wrestling.

I had been keeping an eye on the Boatman stand just across the quad for Tony Dias and his lovely wife Kay Mehls. They were supposed to have come in on a ferrocement charter yacht, but they had storm problems. They finally showed up at noon Sunday with friends Tom and Barb Hain.

We had tea on the *Anna* while Kay and Tony regaled us with a *Cruising World* type narrative of trying to round the Lizard in a gale. Later we had a lunch of spaghetti and extremely good pesto at a local booth. That evening we all hit an Indian joint, of which there are many.

Monday I got a rather late start and went down to check the *Limpet*. Just by chance I noticed that the lock nuts had backed off the rudder pivot bolt. I had forgotten to tighten them and the rudder blade bobbing in the chop had screwed them right off. I gave it a quick fix by whipping light line around the threads.

As I was putting around the boat, a youngish fellow stopped and took an interest in the outfit. It developed that he liked to cruise a Wayfarer in Scotland. I had discovered by now that Bristol wasn't much of a place to sail out of. If you were lucky to have light wind you might ride the tide 20 miles out to the bay. Otherwise you were in for some serious short tacking and you had better make it on one tide. Once outside, it is uphill all the way to the infamous Lizard, and on a lee shore with very little shelter. Had I looked into this beforehand, I'd have shipped the boat straight to France.



Tom, Barb Hain, Tony and Kay in *Anna* saloon.

Ah, but then I would have missed the *Anna*.

This fellow confirmed that I was indeed poorly placed to go anywhere. When I wondered about getting the boat trucked across to the south shore, he offered his trailer. Later I admitted that I didn't know whether I could sell the boat or might have to store it. He offered to keep it in his barn. Fantastic! I must be living right. I wrote his number in my passport.

That afternoon Kay and I went for a sail in the *Limpet*. Just as we entered the turning basin we were politely warned (Annapolis and Norfolk water cops take note) that the *Rose* was coming out and we should clear the area. We hung on a hawser off to one side while the *Rose* made a stately exit through the drawbridge, turned and headed down river while delivering a farewell cannonade. The *Rose* loves those cannons. She was answered by the *Earl of Pembroke* just on the end of our hawser.



Limpet arrives.



Vadim, the mate, Claudine, the cook, Vladimir the Shtandart man

That evening there was a full house in the saloon. There was a Welsh couple and three Chinese-looking people who spoke Russian and brought two bottles of surprisingly good English wine. They were from Whateverstan and spoke good English, having been local for nine years. A technical man (I've lost his card) for the *Mary Rose* dropped in and chewed historical boats with Vladimir until 2 AM, when the Russian moved out and the Englishman

became my new roommate. By now my clock had been reset so that I seldom sought the sack before 2-3am.

For the last several days I had been thinking of staying with the *Anna* for Ireland, figuring that I could work my way. I had broached this subject to the captain and he promised to consider it. This morning he offered to take me along for \$40 per day, probably a two-day trip. I was shocked at the idea of spending cold

Steam Stuff



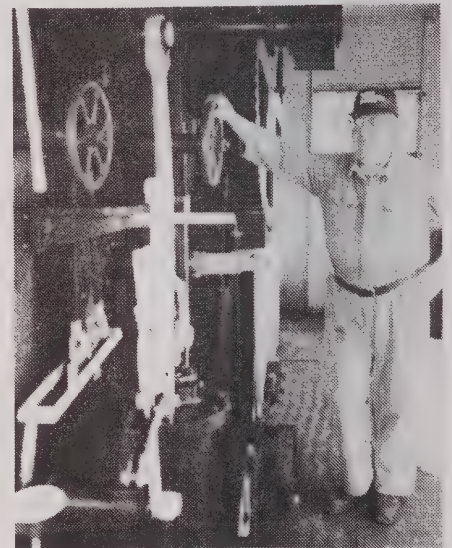
Working steam models.



Steam crane. Catwalk inside boom.

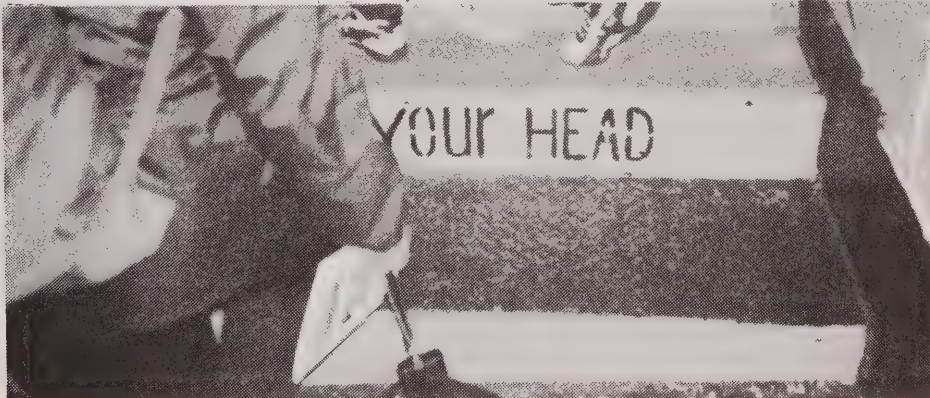


Steam truck.



Engineer on steam crane.

Mind Your Head! Wheel shaft on Waverly.



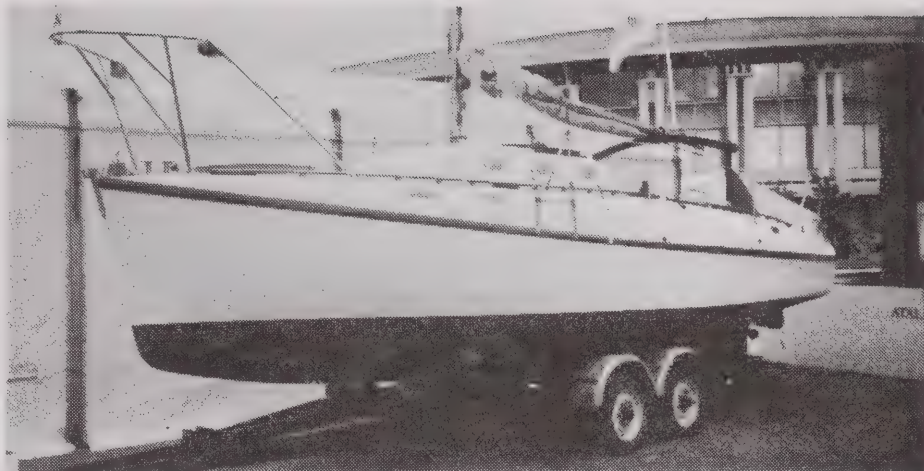
Engineer reversing engines on Waverly.



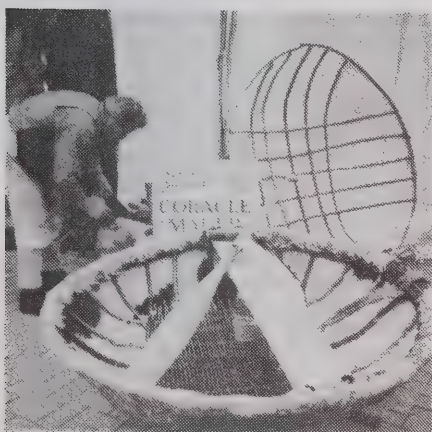
cash, but quickly decided it was a deal and signed on.

I went straightaway and bought a phone card and confronted the English phone system. Turned out to be a piece of cake and I arranged to meet Chris at 7:30 that very evening.

I spent the day touring around Bristol and lucked onto John Wesley's chapel, the first Methodist church. For supper I had a Whopper at the local BK then grabbed the *Limpet* and beat down the harbor to the pickup point where I had launched. I had time before pickup to snitch a shower at the local boat club. After we got the boat squared away, we nursed a pint at the local pub until near dusk. I hiked back to the *Anna* in high good spirits. Hi Ho and away for Bantry Bay.



Atalanta, big sister to Sow's Ear, a Fulmer.



Coracle.



One design boat for tradewinds race.

Scilly Isles gigs.





Mud Hen, foreground, and *Whisper* at Johnson Shoals, Cays Costa

Returning from a summer of camping and sailing my 17-foot Mohawk canoe in Maine and Cape Breton Island, I took a long look at my Catalina 27 sitting in her slip in the yacht club. I'd owned her for 11 years and had other keel boats for 14 more years along the Gulf Coast of Florida. The problem was that I could only go so far in her in the time I had off and, being a teacher, most of my time off is in the summer when sailing in Florida is at its worst. Bob Wood, my sailing and camping buddy, was in the same boat, no pun intended. He owned a 34-foot Presto that mostly sat behind a friend's house on Madeira beach. He also owned a Florida Bay Mud Hen.

Decision time loomed. "If you want to get another boat, you'll have to sell the one you have first," my wife reminded me as I showed her pictures of a shallow draft trailerable boat which might offer a solution to my problem. After racing and cruising the *Afternoon Delight* for so long, it was like selling a member of the family, but it had to be done. Luckily I knew plenty of people who wanted her if the price was right. I made sure the price was right. A quick sale was the only way to do it. I couldn't argue and bargain over the price of a loved one. She just needed a good home and I found her one.

Meanwhile, I was longing for a boat that could go places a boat with four foot draft would never be able to. Extreme shallow draft, beachable, easy to rig, easy to launch and retrieve and good sailing characteristics were what I wanted. Not much, eh? I began to think the search was futile until a friend introduced me to Matt Maloy and his Sea Pearl 21, *The Magic Pearl*. Matt was looking for a boat with a real cabin. He and Linda were thinking larger while I was thinking smaller. His boat was for sale. He took me out on it. I was hooked. Unfortunately, his boat didn't have some of the amenities I was looking for. It was a basic Pearl. By the time I added the bimini top, new motor and folding cabin, I would have been paying a lot for a 10-year-old boat.

First Cruise of *Whisper* and the Mud Hen

By Ron Hoddinott

A visit or two to Ron Johnson at Marine Concepts in Tarpon Springs turned up a 1994 Sea Pearl in dark green with every available option, including a GPS. The asking price was a bit high I thought, but it was in as-new condition. I made an offer and became the proud owner of *Whisper*. *Whisper* has been everything I hoped for in a shallow draft cruiser. Her lines were borrowed and then lengthened from an L. Francis Herreshoff design called the Carpenter Dory which can be found in Sensible Cruising Designs. Her weighted leeboards work perfectly, free up the "cabin" area and, to an old canoe sailor, don't "look funny" as they might to some people. Her free standing cat ketch rig with roller furling sails is easy to rig, easy to reef and can be sailing seven minutes after arriving at the ramp. Since taking ownership of *Whisper*, I've sailed in places in my own backyard around Tampa Bay that I'd never been before in a sailboat. But Christmas vacation offered some time to explore other areas a bit farther afield, some time to sail over the horizon without having to come back the same day.

Bob was getting his Florida Bay Mud Hen rigged for a cruise, and we decided to cruise in company to the beautiful Lee County coast near Fort Myers. Part of the reason we chose this area for our first "camp cruise" is that we were somewhat familiar with the area, having taken our larger boats down the coast on numerous occasions. Now, however, we'd be able to poke around into the special places that keelboats can never go. Five days of unrestricted cruising in an area with more islands than you can count is my idea of heaven on earth. The weather forecast was a high pressure ridge over us for the entire cruise. That

would mean light east or southeasterly winds and maybe a sea breeze in the afternoon. Temperatures were to reach the mid-eighties during the day and the mid-sixties at night. Perfect Florida weather in December. Getting the *Whisper* rigged for camping and cruising turned out to be as much fun as sailing her. Using Ida Little's book *Beachcruising and Coastal Camping* and a little imagination, I soon had everything I would need stowed in an accessible place on board. Bob always reminded me that one of the most important things to have on a cruising boat is a comfortable berth. I purchased the 2" thick 25" x 72" self inflating air mattress by Therm-a-Rest and then tested it in the boat. I was comfortable.

We left home two days after Christmas. It was extremely foggy crossing the Skyway Bridge over Tampa Bay. An hour after we crossed there was a 54-car pile up on the bridge. Picking up I-75 south and cruising at 55 mph, we were down to the Venice exit by 11 AM. We launched at the Placida Marina, where we were able to leave our cars and trailers as long as we liked in a safe place. Out on Gasparilla Sound by 12:30, we sailed along in a light southwesterly breeze just east of the intercoastal waterway. Dolphins accompanied us as we ghosted along in the warm light wind at 2 to 3 knots. The Mud Hen was heavily loaded for the cruise and was not really keeping up with *Whisper*. I would occasionally luff up or take off on a little side trip to allow Bob to keep up.

On one such jaunt to windward I noticed two spouting whales near the intercoastal waterway. Now I have sailed with dolphins most of my life and I know they don't really spout like whales. And, having seen whales in Maine last summer, I know what spouts look like. They were probably pilot whales that show up in our larger bays on the Gulf Coast. It's an unusual occurrence here though, so I pointed them out to Bob as he caught up. We also noticed some visitors from Louisiana in the area. On one spoil island the east side was covered with white pelicans, while the local brown pelicans had taken command of the west side of the island. Seems segregation is still alive in the south. We anchored near the spoil island and Bob took some pictures of the beautiful white pelicans.

We continued to sail down the sound along Sandfly and Devilfish Key. Our intended destination for the night was Bull Bay, just to the east of Cayo Pelau. Cayo Pelau is reported to be one of the places where the pirate Jose Gaspar buried treasure in the misty past. In the early 70's, while beachcruising this area, I'd spent a night on the island, run into some treasure hunters with guns and metal detectors and a herd of wild goats...but that's another story for another time.

Sneaking over the shoals at the southern end of Devilfish Key, we eased the sheets for a dead run toward Cayo Pelau and Bull Bay. Raising both leeboards and lashing the helm, *Whisper* ran wing-on-wing. The rotating masts and free standing rig allowed the sails to perfectly balance the boat. I left the cockpit to seek food and drink in the cabin area. A can of sardines, a banana and a cold drink will do for now, as we pass fishermen standing in knee deep water, casting their lures to the redfish and trout. Leaning back on a seat cushion, I feel that I could drift off to sleep watching Bob's Mud Hen following in my wake and *Whisper* doing her thing all by herself.

By 3:15 PM we'd reached the opening in the mangrove islands that allowed entrance to Bull Bay. Bull Bay is a shallow bay with a half dozen stilt huts for fishermen along the eastern end. It's completely surrounded by islands with Turtle Bay to the east and Cayo Pelau to the west. The incoming tide helped us slide into the bay on a dying wind. Bob put his 15-pound plow down and I rafted off to the Mud Hen. After we were secured and a Captain Morgan rum and Coke was enjoyed, we got down to the serious business of food. I cooked steaks that had been thawing in the cooler all day and Bob heated up a can of potatoes. We enjoyed a pink streaked West Florida sunset as dinner was being digested and we sat in our cockpits and talked about the day over coffee. We wondered if life could get much better.

Then the mosquitoes arrived. I've been in worse swarms, but they were very hungry. Luckily, we were prepared and I zipped up the screens fore and aft in the cabin of *Whisper*. Bob wasn't so lucky. He did have a mosquito net to throw over his canvas cabin but they could, and did, find their way to him under the seats of the Mud Hen. I could hear him spraying the insects from my boat. I had a few inside the cabin, but a half hour of swatting them took care of most of them and by nightfall I'd gotten them all.

During the night the fog returned. It was eerie looking out the cabin windows and seeing nothing but a curtain of gauzy white. It was still foggy the next morning, and we decided to wait for the fog to lift before continuing our cruise. A breakfast of corned beef hash and eggs with coffee warmed us up and we chatted and wondered how long we'd have to wait for the fog to lift. Bob started to complain about an aching back. It seems the "cabin" of the Mud Hen wasn't quite long enough for him to stretch out and he'd hurt or twisted his back trying to get comfortable in the night. I reminded him of his advice to always have a comfortable berth on a cruising boat. He didn't find it too amusing.

About 10:30 we decided that, with my new Garmin 45 GPS, we could certainly pilot our way through the fog to Cayo Costa Island and Pelican Bay. We were getting antsy just sitting around. About that time the fog lifted enough for us to see our way out of Bull Bay and into Charlotte Harbor proper. We sailed out in a light easterly wind which died about the time we cleared Bull Bay. Reluctantly we started up our iron gennies and, using the GPS as a guide, started slowly motoring through the fog. The seas were calm and the cry of visiting loons from far to the north cut through the fog and the sounds of our outboards.

After an hour or so we began to see signs that we were approaching land. Boat traffic increased and occasionally the fog would lift to reveal houses or structures on Boca Grande, the island to our northeast. The glassy sea was interrupted by rolling wakes from skyscraper cabin cruisers and center console fishing boats looking for a marker in the fog or searching for an elusive snook. It seems that they only know two speeds, flat out and stop. The GPS led us close enough to my plotted destination that only a slight adjustment of course was needed.

We cruised into Pelican Bay on the west side of Cayo Costa. Cayo Costa is a state park and, as such, is kept in a pristine condition. Permits are required to camp on the island and



Whisper self-steering downwind, Mud Hen follows

only in a designated area over on the west side by the Gulf. We tied up to the dock and visited the ranger station. Bob obtained a permit to camp in the campground and we inquired about taking our boats around to Johnson Shoals to anchor or beach for the night. We found out that the shoals have formed a deep lagoon that has only one shallow entrance. We didn't see that as a problem as our boats will float in five inches of water loaded with camping gear.

After picnicking on the island, we refreshed our water supplies and cast off for Johnson Shoals on the other side of the island. Just as we were about to cast off, a tall lanky young man who was camping in the campground asked us if he could ride around the island with us. He was full of information about the campground and Bob took him along for company and information. Bob's back was still hurting and he thought a night of sleeping in his tent might help. As luck would have it, we sailed with an increasing westerly wind. I was hopeful that it would hold, but shortly after clearing the Boca Grande Channel it died, and we motored south along the coast. This was all new territory to me now. My Catalina 27 had too deep a draft to attempt the shoals west of Cayo Costa. I'd never been able to sail close along an unknown shore in one to two feet of water, watching the seagrass flow to determine the strength of the tide.

After a few miles of heading south and skirting the coastal island, we spotted the cut that led to the protected lagoon. The tide was rushing in. There was a pebble and sand shoal just outside of the opening. Paralleling the shore to get inside the shoal and then turning hard left was the only way in. I raised the leeboards, lifted the engine and rudder, and let the current sweep *Whisper* into the quiet lagoon. Bob followed suit behind me. Once inside, the water was quite deep and we powered to the north end of the lagoon which was close to the designated campground. We anchored right off the beach and stepped out into ankle deep water. After looking over the campground and finding an entrenched herd of Boy Scouts, I decided to stay on *Whisper*. I was

comfortable there and I wouldn't have to listen to the sounds of children until my vacation was over.

While Bob had a titanic struggle setting up his tent with a missing pole in the campground, I prepared a dinner of fried burger and K.C. Masterpiece baked beans. Traveling with Bob, who was born in Massachusetts, you have to carry a lot of baked beans. Bob returned to have dinner on the boat and we were again entranced by the pink and pale blue sky streaked with high cirrus clouds at sunset. Our anchorage was right under a dead tree where a pair of nesting ospreys serenaded us with their high pitched "kree-kree" calls. This evening a double shot of Captain Morgan would do nothing bad for Bob's aching back and would improve my world view as well, so we kicked back and enjoyed the world around us.

After washing things up from dinner, and after Bob left for his tent, I organized my tiny cabin for a night's rest. My air mattress, sleeping bag and pillow were put in place, the Sony Sports Radio played the soft sounds of a local country music station and I settled down for a quiet night afloat. Strangely enough, there were no mosquitoes this night inside the Johnson Shoals lagoon. Were they dining on Boy Scouts in the campground?

Sadly, the next morning Bob's back was no better and we decided to pack it in for home instead of continuing our sojourn. There was however, a delightful 10 knot breeze out of the east to carry us on our way and sparkling clear waters to sail along the way. We had lunch with the white pelicans again and our return trip home was only a few hours away at 55 mph dead to windward.

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The sailing season last summer on eastern Long Island Sound was disappointing. Some blustery weather and fog is to be expected in New England waters, but more discouraging than usual were the number of days with no wind at all or, worse yet, just enough breeze for me to set jigger, jib and main and venture out, only to find my little yawl *Chatterwug* stalled and awallow in a gentle chop a few hundred yards offshore. On a trip to Hartford one windless Saturday, Barbara and I enjoyed festivities sponsored by Riverfront Recapture, including a regatta (sculling shells, singles, doubles and eights) and a brief jaunt to Wethersfield Cove aboard *My Lady Fenwick*, a 1970 replica of a 72' Herreshoff steam yacht. While aboard the *Lady Fenwick*, I was struck with a heretical idea. Observing an elegant cruising boat in the offing, it occurred to me that a small power boat might have certain advantages.

Though to me there can be no on the water equivalent to the exhilaration experienced at the helm of a sailboat on a close reach with all sails drawing and the hull churning up a snowy bow wave and a frothy wake, I had to admit that when a skipper really wants

In Search of the Ideal Power Cruiser

By Jim Lacey

to get to some specific place in a small craft, a power boat is the way to go. If Barbara and I were to decide to make a passage up the Connecticut or the Hudson or along some stretch of the ICW, *Chatterwug* would hardly be the craft of choice. Most sailboats under 30' are reluctant to cruise any distance without a fair wind and tide and are happiest daysailing or on an occasional overnighter. It was with these heretical thoughts in mind that I came upon Phil Bolger's abbreviated plans and description of his 22' plywood cruiser Retriever in the September 1, 1996 number of *Messing About in Boats*.

Even more captivating than the illustrated plans was Bolger's functional prose, which argued that Retriever would fill a gap in today's powerboat market by accommodating two people comfortably, cruising at 15 knots efficiently (and almost twice that at full

throttle) while consuming less than 20% of the fuel required by production boats with their mega horsepower engines. Bolger also argued that the typical power boat, half sunk by the stern with the weight of engine and fuel, plowing up an enormous wake and leaving a trail of oil and smoke, is a disaster at the lower speeds that are comfortable and often necessary on rivers and the ICW. With an extrapolated three dimensional version of Retriever in my imagination, my fantasy life was considerably enhanced. To anchor these fancies in reality, I wrote Bolger for more information and began to check out boating magazines for other plausible cruisers.

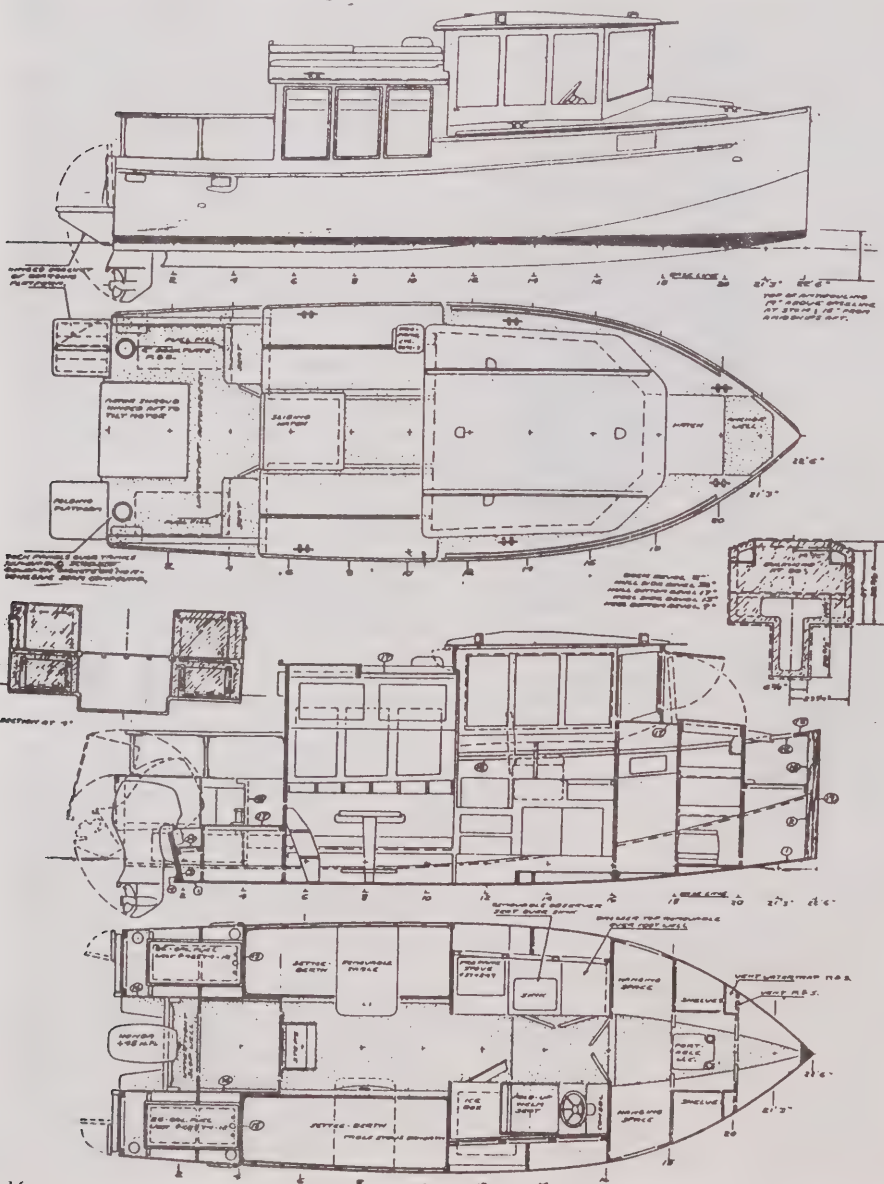
At this stage, my ideal power cruiser began to develop discernible characteristics. She would, above all, present a traditional appearance with a pilot house, emphatic sheer and clearly defined bow and stern, no streamlined chrome and glass rocket ships. She would be reasonably quiet, her engine sounding like a hum or throaty whisper from the pilot house. She would be from 18 to 24 feet, preferably about the size of *Chatterwug*, with good all around visibility and cruise at about 10 knots. She would sleep two in camping out comfort, including modest galley and head facilities, and be easily single-handed and maintained. I began to send inquiries to builders of boats that seemed to meet most of my requirements.

Phil Bolger's reply suggested I could have the best of both worlds, power and sail, by towing a well designed sailing dinghy from a cruiser like Retriever. He gave me the name and address of the builder of the prototype Retriever, Tony Groves of San Diego, but he did not respond to my request for an estimated cost of the materials required or his guess at the price of a completed boat. As mail arrived from builders and I began to pore over assorted illustrations of boats in brochures and also the classified ads in *Messing About in Boats*, it dawned upon me that I knew almost nothing about power boats. I had, of course, read or at least passed my eyes over articles and boating books dealing with them, but much of the information had evaporated since, as a dedicated sailing enthusiast contemptuous of "stink pots," I had never really focused on the subject. The realization that Retriever had no rudder and presumably could not be steered without the outboard engine running sent me to Chapman's for a quick review of powerboat types and characteristics.

Brochures describing production fiberglass power boats began to arrive from the builders, the most attractive of which appeared to be the jaunty Ranger 21, the elegant Nimble Vagabond and the sturdy CDory 22. The Ranger 21 is a pilot launch with sweet lines based on the Bristol Bay (Alaska) trollers, featuring minimal cruising facilities, a jaunty, tug-like pilot house, a long, lean cockpit and a fantail transom. The displacement hull appears sea kindly and it was designed to cruise in the 5 to 8 knot range with the standard 18hp Yanmar diesel consuming a scant one to four pints per hour. Traditional navigation lights and teak trim add to the attractiveness of this handsome little fishing boat, but for elegance in a cruiser, the Nimble Vagabond wins the cigar.

The Vagabond minitrawler sports a bottle green hull, buff pilot house, cabin and decks, bronze hardware and ports and a hardwood interior of varnished teak with teak and holly floors. Amenities include a galley with a built-

Phil Bolger's Retriever. Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.

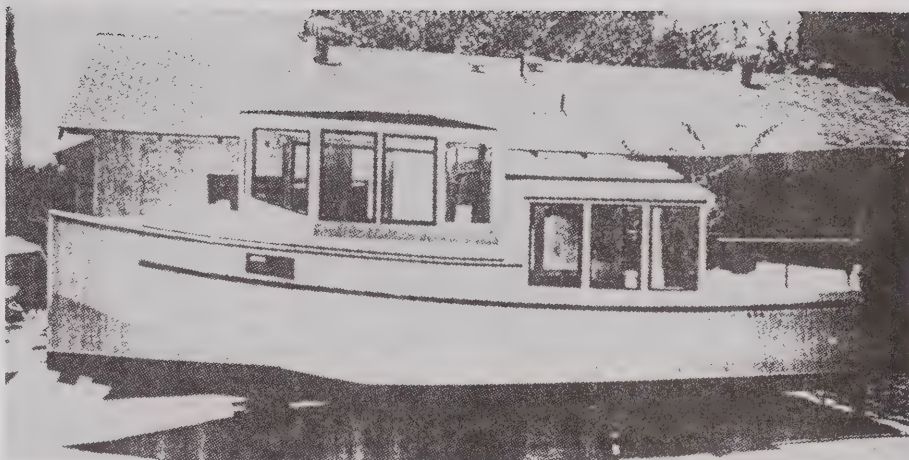


in sink and a toilet facility with standing head-room that can be made reasonably private by raising a hinged table top and drawing a curtain. A forward double berth ventilated by two hatches, comfortable pilot house seats for the skipper and mate, room on deck in the bow and cozy cockpit and ample stowage would seem to make the Vagabond as complete an elegant little trawler as can be designed in a 20-footer. The brochure is not very specific, however, about cruising speed, nor did I get an answer from the builder when I inquired. It is a Ted Brewer design with a ballasted stub keel, very similar, presumably, to the keel on *Chatterwug*, my Nimble 20 canoe yawl. The recommended outboards range from 10hp to 30hp and I would guess that Vagabond, with its considerable wetted surface, is a rather slow displacement hull.

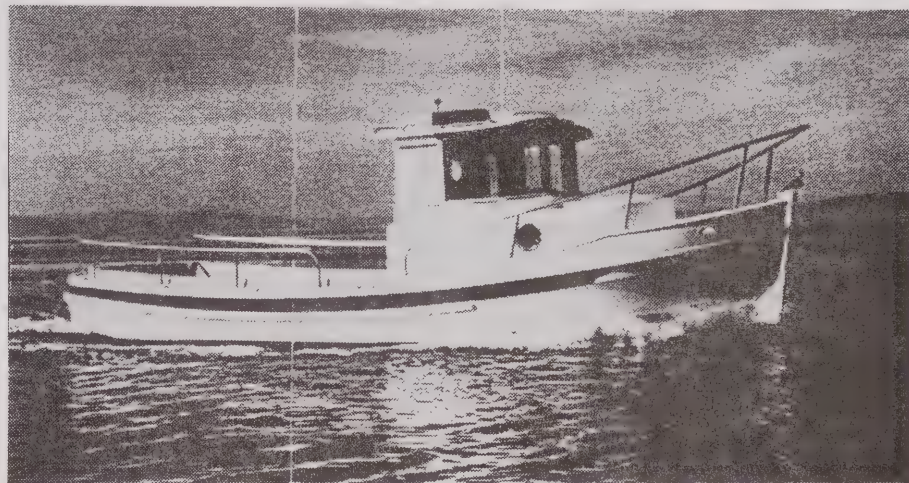
The brochure featuring the rugged Spartan CDory 22 has a great deal to say about the performance of this cruiser, which planes easily at about 10 knots and will do 30 at full throttle. The dory-like hull with molded-in lapstrakes and a salty cabin, featuring an eyeshade around its roof painted to match the trim, calls attention to the designer's nod to character. V-berths, galley, chemical toilet, in short, everything necessary for back to basics cruising is efficiently placed in this 22' hull. Although the construction is unusually sturdy, there is no hull liner. As a reviewer noted, to wash the cabin all one would have to do is remove the cushions and hose it out. My impression is that this very functional cruiser displays too much unrelieved fiberglass surface, inside and out.

I now had four cruisers in the 20' to 22' range to take on shakedown voyages in my fancy, each one of which performed excellently on imagined passages. Old salts inquired about the vintage of my Ranger 22, the yachty set nodded in approval of my Nimble Vagabond and the sports fishermen admired my CDory, while everyone had something to say about Bolger's Retriever. My imaginary cruises were rudely interrupted when Barbara asked me what all the brochures were about and just what I had in mind. When I suggested I was thinking of replacing *Chatterwug* with a nice power cruiser and a traditionally designed sailing dinghy, Barbara replied that I could buy any kind of boat I wanted, within reason, but no way were we going to sell *her* sailboat *Chatterwug*. I was touched by Barbara's faithful affection and taken aback by my promiscuity. Obviously, my fantasy was in need of adjustment.

Meanwhile, my investigation continued apace, much in the manner of historical research. However, for every question that was answered, or more likely three-quarters answered, new questions presented themselves. It became clear that of all power options, a single prop inboard is the least maneuverable because the angle of the drive shaft exaggerates sideways blade pressure which will cause difficulties, particularly when reversing to starboard. But just how important a consideration maneuverability is in boats of this size is not apparent. It also appears that a boat in the 20' range would have to have a planing hull to comfortably go 10 knots or more, and that the preferred power option for a boat of this size would be an outboard or, for anyone willing to pay for the ultimate in maneuverability and security, twin outboards.



The prototype Retriever, built by Tony Groves.



The jaunt R 21 diesel launch, Ranger Fiberglass Boats, 25208 Pacific Highway South, Kent, WA 98032.



The elegant Nimble Vagabond, Nimble Boats, 1005 Gunn Highway, Odessa, FL 33556.

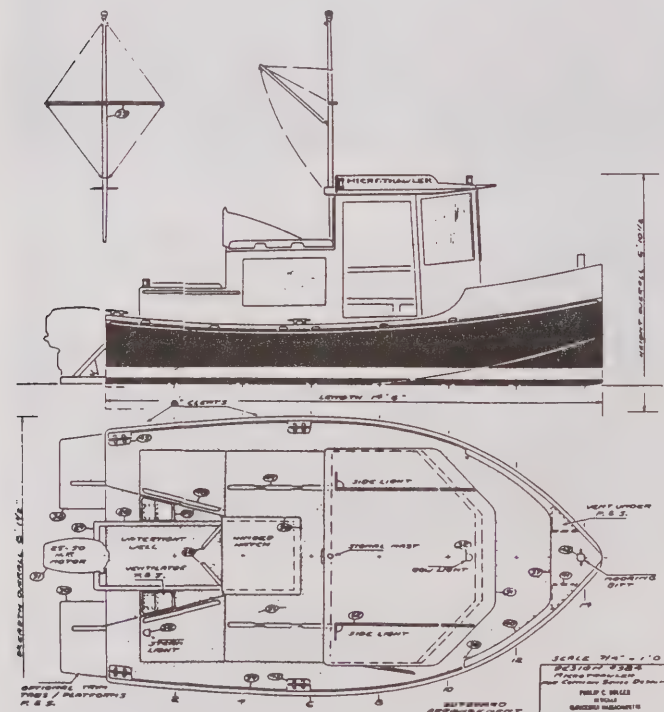


The sturdy CDory 22 Cruiser, CDory, Inc., 25028 Pacific Highway South, Kent, WA 98032.

Barbara's imperative that we keep *Chatterwug* suggested the scenario of owning two 20-footers, one power and one sail. Though I could easily imagine both boats on adjacent moorings (the two Nimbles side by side would be striking), or *Chatterwug* on her mooring and *Madel* in her slip, the notion seemed excessive and unnecessarily expensive, a kind of overkill like mega horsepower twin engines. It then occurred to me that Bolger's formula, a 20' power cruiser together with a smaller sailing dinghy, could be reversed. Why not a 20' yawl like *Chatterwug*

With the children grown up and on their own and Barbara and I both still working as college teachers, we are not strapped for money. This does not, however, exclude us from the sticker shock of today's new cars, humble pickups and, alas, even relatively modest boats. Perhaps my sense of reasonable costs for things is caught in a time warp and reflects prices 10 or maybe even 25 years ago. In 1972 Barbara and I bought a Victorian house, which has since been featured on the cover of a Chamber of Commerce brochure.

While writing this piece, I came to realize that there is no such thing as an ideal boat, only a short list of good boats that will fill a specific enthusiast's need and give added joy on the water for a few seasons. The boat that is just right for me might not interest you at all, and the boat that is perfect now may be useless five years hence. I would, finally, very much enjoy learning more about small power boats from readers who have been there and are willing to share their experiences with hull types, engines, creature comforts and whatever they have found interesting about these fascinating watercraft. Comments of general interest might be addressed to the editor, readers with a small power boat for sale might think of this as the longest Boat Wanted classified ad ever to have appeared in *Messing About in Boats*. Just send a note (with a picture, if available, which I will copy and return) to Jim Lacey, 305 Prospect St., Willimantic, CT, 06226.



The prototype Microtrawler, built by David Montgomery.

MARINE CONCEPTS

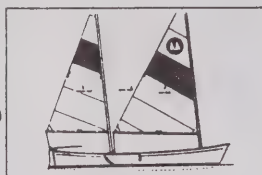
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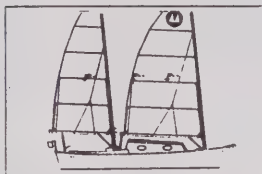
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SeaPearl 28
Rob Roy 23
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Sea Pearl 28

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1970 15' Watkins	1977 22' Catalina
1995 16' Windrider (demo)	1986 23' Rob Roy w/diesel
1986 16' Sea Pearl (motor sailor)	1986 23' Rob Roy
1984 17' Mud Hen (camper)	1970 27' Morgan
1975 17' Vagabond	1991 28' Sea Pearl
1982 18' Buccaneer	1995 28' Sea Pearl (diesel)
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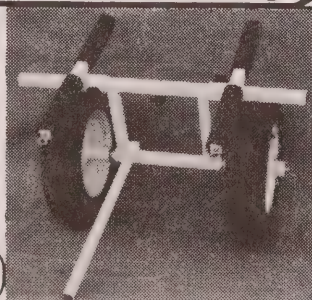
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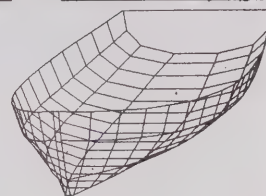
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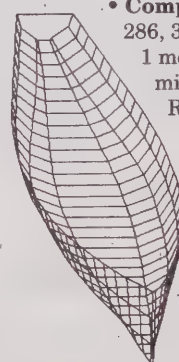
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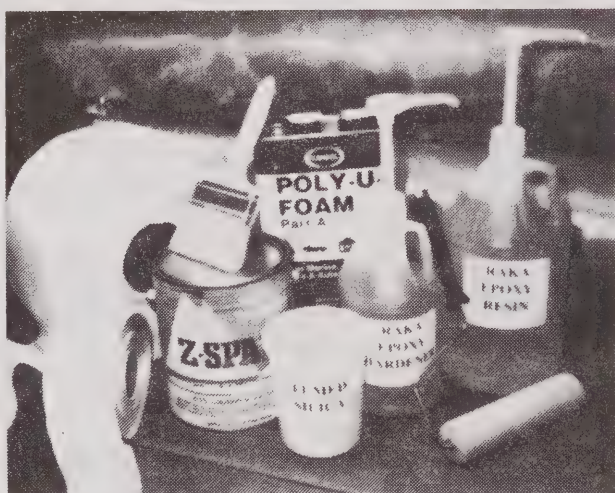
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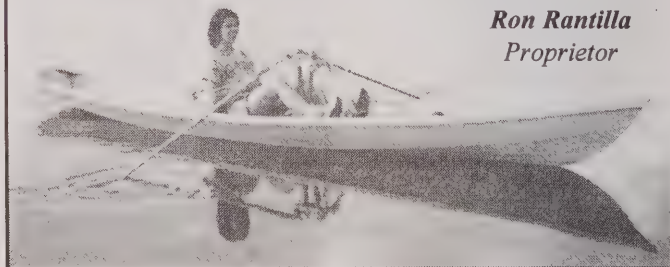
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NEW!

Black Fly - 8™

(Buffalo Gnat)

SPECIFICATIONS

Length	8' 0"
Beam	50"
Amlidship Ht.	16"
Weight	28 lbs
Building time	125 hrs est.



By Platt Monfort

I'm rather pleased with the way this latest design has turned out. The plywood vee bottom adds some subtle advantages. The ply is just wide enough to serve as floor boards without adding much weight, but mainly it serves as a robust bottom for beach landing.

Because of the vee configuration the hull doesn't need any additional framing; the bent frames do not go from gunwale to gunwale. The frames are only 24" long and it is easy to find straight grain wood without knots for this length.

The next surprise was the way the Dacron worked over the plywood. It is well filled with ZipGuard varnish and ended up about as tough as fiberglass covering. The only requirement was to have the ply very smooth before the application. This was easy with use of high grade okoume material.

I had tried on another boat to use epoxy as a sealer of Dacron on ply. the results were not commendable, mainly because the epoxy viscosity would not permit flow into the cloth weave. I managed to fill the weave very laboriously, pressing the resin into the weave with a flexible putty knife, inch by inch.

With the varnish sealing it was just a matter of brushing it on. It did take about six coats to fill it to a mirror finish! The black Monokote finish really looks sharp if I do say so myself. I have an outdoor test panel of this stuff going on, and will have had the results on display at the Maine Boatbuilders' Show in mid-March.

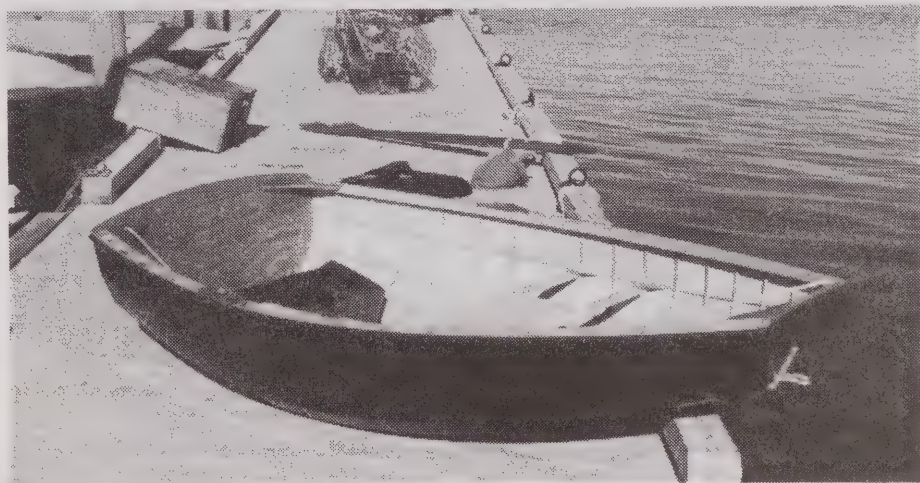
Plans for Black Fly 8 are \$26.95 from me, Platt Monfort, RFD 2 Box 1490, Wiscasset, ME 04578.

28lbs is a handy weight for a cartop boat.

This is a new Geodesic Airolite configuration with the narrow ply vee bottom for rough beach landings.



It is easy for one (old) man to carry this boat.



Just chuck it into the water.

Just right to carry three people out to the Yacht.





Overall Layout and Hull Shape

The conventional-drive electric launches discussed in the last issue didn't arouse much enthusiasm. All that could be said for them was that they worked after a fashion. Commercially available electric boats tend to have these configurations and, like our earlier efforts, require custom electrical systems which are man-hour intensive, usually hard on the pocketbook and sometimes still raise questions about their performance claims.

What was called for from our perspective was a design for a home-buildable boat of simple and stout construction, carrying four adults for a day, not just a shortish afternoon, driven by an electrical system that was completely "off-the-shelf" and could be assembled to "turn-key" level in a garage without serious engineering credentials. Under the "off-the-shelf" premise, the use of mass-produced trolling motors looked more promising, except that all the arrangements we saw or, at first, thought of were uncomfortable makeshifts; some of them also involved modifying the motors which voided their warranty, if nothing worse. So we tried out some possibilities in an equally make-shift fiberglass sailboat hull, and the performance of the rig was encouraging enough to keep us working on the project. The ability of the big slow turning propeller to drive the little boat against a stiff breeze and chop was reassuring.

We eventually decided that the only way to make the boat comfortable without modifying the motor was the side-by-side seating with the motor control head lying under the forearms between. The weight of two people in that position had to be countered by locating the batteries well forward and shifting them fore and aft to compensate for varying passenger loads. After a while the ergonomic and functional requirements all fell together; combining comfortable seating for four people and controllable trim of the boat, isolation and protection of the batteries with watertight integ-

Bolger on Design

Lily...A Practical Electric Launch

Design # 627
Length: 4.7m or 15'4"
Beam: 1.4m or 4'5"
Draft: 0.23/0.57m or 9"/23"
Displacement at DWL: 583kg or 1287 lbs
Displacement with four adults: around 680kg or 1500 lbs

ity to make certain that the boat couldn't be sunk or catastrophically swamped. The foot well can flood, but drains to the motor well before the water level reaches a danger point.

The remaining need was to shape a plywood boat fifteen-foot plus by four feet wide on the bottom in such a way that she could carry four people and a serious amount of battery capacity for a grand total of up to 1500 pounds. But this wasn't hard, since we didn't have power enough to drive the little boat beyond her hull speed, say four knots at most. We could simply give her a deep enough belly to get all the displacement we needed while carrying the ends of the boat high for good reserve buoyancy and minimum spray making. We were used to this from experience with ballasted sailing sharpies and overloaded yacht tenders. The bottom profile rocker always looks exaggerated while the boat is under construction bottom-up, but it disappears when the boat is afloat and only the good handling and lack of fuss at the forefoot is noticed.

The raked and curved transom caused considerable argument. Functionally it should have been upright and flat, or at least not raked

so much, giving her more bottom area and a cleaner departure. We finally decided that a small loss of efficiency was justified by the shipshape style. When we were redrawing the plans after finishing the test program on the prototype Lily, we found that we could stretch the stern out longer by several inches without any construction penalty. There's a minute improvement in performance and a worthwhile improvement in looks.

The simplified shape and prefabricated and prefinished construction that allowed Dave Montgomery to build her for us in around 120 hours certainly did not do Lily's looks or behavior much harm. She's an enchanting boat, silent (of course), handy to wriggle into any kind of tight place in creeks and marinas, dry and buoyant in rough water.

We extended the test program beyond what was really necessary because we were having so much fun with her. Among other things, we produced in-house a leisurely 86-minute videotape, "Life With Lilly," showing in several episodes what she can do in all sorts of circumstances, including some runs in strong winds and rough water. This tape is better than anything that would have been done with a professional team in that we had the boat ready to go at a moment's notice for months and could instantly take any chances that offered of tide, weather and season.

What is, of course, the most important and interesting aspect of designing a viable electric launch for the home-builder is the issue of choosing and configuring the propulsion hardware. Here is our reasoning:

The Why's of Lily's Electrical System

We are no electrical engineers and discussing the electric propulsion system that has made Lily a viable day-boat will no doubt give some people cause for thinking about improvements. Indeed there are probably several ways to "do it right," we can think of a number of improvements right away, but most would amount to significant additions of money, time and complexity beyond what seems absolutely necessary. The system described here worked fine first time out. Testing it along different distances several times a week during Lily's first season, it has not given us trouble over several hundred miles of quieter and rougher water. Developing it under the strict premise of using only "off-the-shelf" hardware, designing, building and using Lily's system offered a number of basic insights on the problems and rewards of "going electric."

Defining the Project

Right from the start we tried to design the system conservatively in its capacities and use of marine-grade hardware throughout. The batteries are deep cycle quality. The propulsion is saltwater capable. The wiring is of generous gauge to keep the potential for electrical losses to a minimum. All connectors/ terminals, switches, fuses and circuit-breakers are designed for boat use, as are the battery monitor and the log meter. Only the old AM/FM stereo cassette is a stock mail-order "cheapo" unit that has already survived 10 years in a leaky car. All wiring is secured with stock nylon loops and stainless steel screws, radiused carefully around corners and edges, and additional chafe protection added where the cable's own protective sleeve would not suffice.

But Lily's propulsion system had to be simple as well, without custom-built electron-

ics, soldering irons or professional training required for the successful assembly of it. Its components had to be both affordable off-the-shelf items and still offer all day cruising capability; having spent a quiet day of exploring or fishing, one is not supposed to have to worry about "making it back."

At first glance it seems reasonably uncomplicated to put together the electrics to power a small boat like Lily, people try it all the time using rowboats, canoes or small sailboats as a base. Most of these boats work, after a fashion, a few of them well. Many of these efforts though don't seem to achieve enough utility for their owners, resulting in frequent frustration about their range, charging hassles, etc., and finally yet another "bad rap" on electric boats. The owners either learn to live with their set-ups particulars or they do not.

Indeed, it is somewhat of a design challenge to get the right combination of boat capacity to carry four adults to their favorite birdwatching haunts, or two big folks with lots of tackle boxes, or two parents and three kids for exploration of the wilderness nearby; safety for small and large passengers from a deep cockpit, unsinkability and strict separation of batteries from passengers; protection of vulnerable electrical components in console above maximum cockpit water level so that a cloudburst or an uncovered cockpit on the trailer won't "zap" precious hardware; endurance enough for "all-day" duty; affordability without payment plans; reasonably good looks; "off-the-shelf" hardware; and just plain ready and easy utility at day or night, rain or shine, all to come together in a "one-butt" plywood trailer boat for the homebuilder.

Lily's genesis demonstrates why a casual approach towards such a project might not produce an able electric day boat that requires little attention, but offers serious utility.

Basic Realities to Contend With

Lily's case offers some insights of the problems that need to be solved:

1. Lily has certain limitations of maximum battery weight, width, and height, the latter two factors stemming from a need to keep foam buoyancy volume at an adequate size, her comfortable limo-style ergonomics intact and maintain proper trim while strictly separating the batteries from the passenger compartment.

2. Affordable batteries come only in certain standard sizes and capacities.

3. Batteries are physically limited from putting out more than a certain percentage of their rated capacity per hour. We understand that a 50 AH battery can not give you 50 amps for one hour, but may heroically try to stand up to this strain for perhaps 15 minutes before it "goes flat" on you. Then you have to wait for it to recover and you get your next installment of around 50 amps, for how long, all depends. We gather that this "kick-butt" approach to battery treatment is bound to shorten its life tremendously. Of importance here seems to be the "rule-of-thumb" that if you ask the battery for more than it can give you at a time, it can't give you its total rated capacity and you might end up hurting it if you attempt this repeatedly.

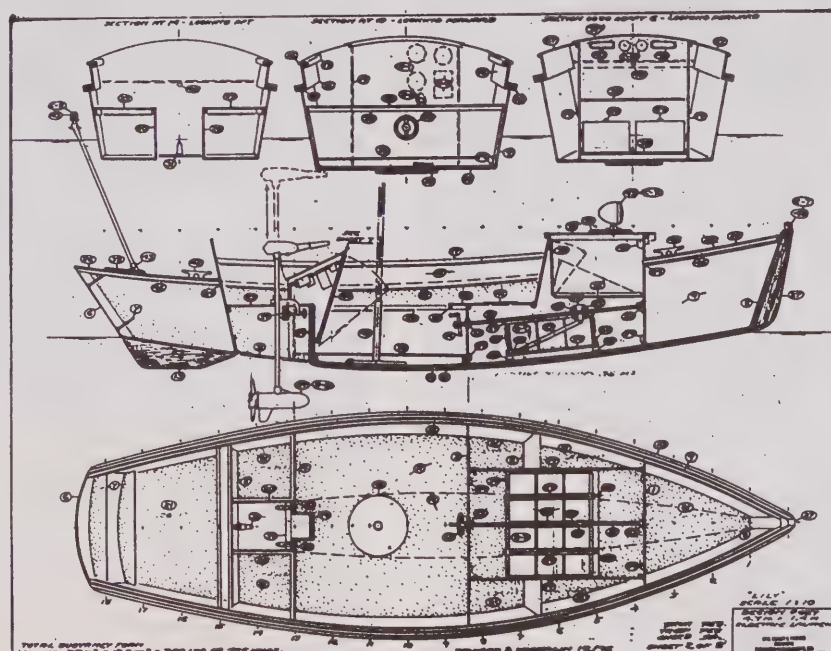
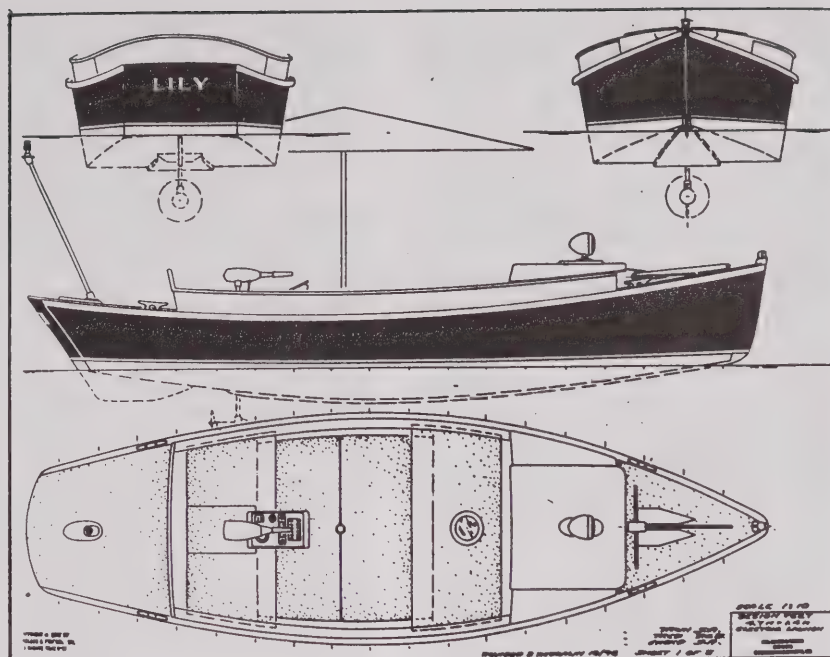
Indeed, the more modest your demands on them per hour, the more "willing and able" they will be to give you the full 100% of capacity in one continuous steady flow. Our crude understanding of what is referred to as

"Peukert's Coefficient" is that, practically speaking, drawing more amps per hour than just around 10% of the total battery capacity won't get you as close to utilizing 100% of the rated capacity per charge as you might prefer. With anything battery powered, you don't want to knowingly cut range/hours of operation by designing into the system the need to strain batteries beyond their most efficient rate of discharge; if you want more "juice" faster, make the batteries bigger!

4. After repeated consultations with various "ought-to-knows," we were assured that drawing the batteries down to 25% charge was the lowest limit of reasonably responsible battery management under the expectation of a decent battery lifespan; 75% of total capacity would be all that is available with a straight face!

5. Batteries age, requiring "over-sizing" of the system to extend its utility into their "golden years."

6. The motor's advertised maximum consumption is 45 amps at 24V, quite thirsty as measured per pounds-of-thrust output of 65 pounds on the prop. Since it was designed to lug along at trolling speed planing bass boat hulls with 150 HP OBs on their vertical transom, one plausible expectation was that in Lily it might consume less power while going faster. But with an "off-the-shelf" selection of just one very torquey propeller (11" x 4"), there was no ready matching of prop to boat shape possible; perhaps the manufacturer will "see the light" and offer a few more inches of available pitch for easier driven shapes. Tests with a weaker 12V unit (42 pounds) on an existing hull, confirmed the need for this larger unit



Looking at all sorts of combinations of widely available and thus affordable batteries, the main challenge was to find the best balance between these six issues.

Finding a Viable Battery Configuration for the Task

Connecting batteries one behind the other, i.e., "in series," is common practice, as in your flashlight, linking #1 positive to #2 negative and so on. That is how some larger electric boats reach, for instance, 72 or 120 volts DC for a delivery of significant power. But this higher voltage typically requires an inboard engine configuration with shafting, stuffing box, rudder assembly and linkage etc., which may well dictate an inefficient interior layout. And this means additional expensive hardware, time-consuming installation and maintenance, putting a hole or two into the boat which also carries with it corrosion/electrolysis concerns, all in all too much aggravation we thought desirable in a home-buildable pleasure boat.

In a boat of Lily's size and capability, using the trolling motor is simply a more sensible choice since it can thrust 360 degrees for unrivaled maneuverability and safety, eliminating shafting holes, the rudder and its linkage. Mounted in Lily's motorwell with its stock motor bracket, it can be raised vertically out of the water to allow easy beaching, avoidance of corrosion, fouling and propeller-blade hazards for swimmers. It can readily be taken in one hand to a dealer for repair or exchange under stock warranty. It just plain avoids much grief during construction and subsequent use.

But there is a pay-off. You need to feed it 24V DC current, because that is the way the manufacturer makes it, no ifs, ands or buts, it's "off-the-shelf!" As it turns out, this requires some moderately serious thinking about configuring Lily's batteries arrangement for maximum endurance. Putting, for instance, two 12V batteries in series sounds fine.

One obvious option were two 8-D deep cycle batteries in series as they would fit nicely in Lily's space and weigh only about 270 pounds. But their rated and predictable "real-world" capacity, offering around 220 AH at 24V, would not be adequate with a maximum draw of 45 amps. Not only does it violate dramatically the 10% load-to-battery-capacity rule of thumb, but being able to count on just 75% of that 220 AH, 165 AH, as a maximum usable capacity, we would have yet another underperforming boat not worth investing in; we certainly cannot relax when we have to worry about "making it back." Finally, we were told, just about all 8-D deep cycle batteries in the market are just medium-duty batteries, and quite a few of those so labeled are structurally not even deep cycle units.

Another option were four of those heavy-duty 6V golf-cart batteries in series, well-known for their longevity, about twice that of 8-Ds or 24s and 27s, combined weighing in at an acceptable 250 pounds. But the standard ones, very affordable, offer just 217 AH, again not enough. Even if you accept an additional 50% in price for their "higher performance" siblings, those will still just offer only 244 AH. Furthermore, all of them are really too tall to make them fit Lily's battery space and still allow trim-cranking them fore and aft. Thus, the third option of doubling their number for greater AH capacity combined

with super longevity was none, not to mention the then unmanageable increase in weight to 500 pounds.

Trying to set up the batteries "in series" would have been easy and neat, but apparently would be impossible for Lily if she was to have adequate range to warrant her existence.

For the necessary battery-capacity we would have to accept some complications.

The most power that would fit into the available space and not be too heavy, would come from a cluster of six category 27, 1 2V 117 AH batteries with a total weight of around 330 pounds net. Pairing the six batteries "in series" resulted in three pairs of 12V batteries with 24V and 117 AH each. Connecting these three pairs "in parallel," the "stamina" of the battery cluster would grow to 350 AH at 24V, much closer to the range goal than any other possible within Lily's constraints. Even though these were also just medium duty deep cycle units and under the 25% rule offered still only about 260 amps of supply, we had to go with this option and hope for those gains in the motor's efficiency in Lily.

Unfortunately, connecting batteries "in parallel," that is, side by side, such as linking #1 positive terminal to #2 positive terminal and #1 negative to #2 negative, carries problems of its own, at 12V or 24V. There is high probability that a slightly weaker battery (from production tolerances or uneven wear) will attract the charge of the stronger battery, a process that is inherently uncontrollable. In the worst case scenario, very strong currents can flow, damaging wiring from "welding-strength" heat if not destroying a lot of hardware altogether, and most assuredly screwing up Lily's battery budget for the proposed outing.

To the help come diodes, "gate-keepers" allowing current to go through them only in one direction. They come in a number of arrangements. One type accepts just one source of input which is then split up into several outputs isolated from each other by those "gate-keepers." The other type, of greater interest to us, accepts several sources of input which are then combined by this "one-way valve" into one output, always without interaction with each other.

The unit on Lily is the latter type rated at a solid 130 amps of draw through it, well above that motor's needs and able to eventually accept an even larger one, should they become available. With the three pairs of battery banks as "input" going into the diode, it combines their power, which then emerges as significant "output" that would run the 24V motor for quite some time. Each battery is strained at a minimum while the diode allows "peaceful coexistence" between "rivaling" batteries that would otherwise be eager to "talk to each other."

But there is an inherent drawback! The dead giveaway is the heat sink dwarfing the actual diode, and they do get quite warm. As a matter of apparently insurmountable inefficiencies of a regular diode's circuitry, this unit drops the voltage about 0.75V right off the bat. Its manufacturer confirmed a loss of 1 watt per amp drawn through the diode, amounting to 4 watts at peak draw on that motor, or a touch under 5% of the motor's consumption, relatively small, but in an electric vehicle any loss is painful. Unavoidable though as it is, it is the only designed-in inefficiency of Lily's circuitry we had to knowingly accept, and it

is at the least harmful location, with that loss of .75V not mattering an awful lot in a 24V power supply.

Easy and Fast On-Board Charging

An important issue in that context of delivering larger DC charging currents, be it on the float or on the trailer in the driveway, is the delivery of 110V AC to make it all happen. For us, design philosophically, the "off-the-shelf" principle had to apply to that aspect as well. In fact, the moment one thinks of "tap into the grid" power supply, the meaning of "off-the-shelf" hits home with unforgiving logic in more ways than first expected, whether design philosophically agreeable or not! It is actually the most serious obstacle to overcome for electric boats, especially those with cruising aspirations and, of course electric cars.

How do you get enough current to recharge quickly with a nation-wide infrastructure of readily accessible 110V AC wiring that is typically not able to handle such serious demands? In boats more speed or range are perfectly doable, readily configured with massive battery banks even for multi-day range cruising, except that even the rarer 50 amp/110V AC marina outlets would not suffice for overnight charging of such boats. They would be stuck "on the hook" literally for days with the "per-foot" fee-meter ticking away merrily and precious cruising days dwindling. The electric bill itself would be rather insignificant in that context.

Some people seriously advocate cheating that fact by proposing "charge-as-you-go" concoctions with defacto diesel electric systems featuring impressive hardware along with spectacular displays of technical inefficiencies, added costs and grief potential. Once the day range has been depleted, so they argue, you just run a diesel engine to charge batteries that feed an electric drive-by definition more or less at the same time.

This is, of course, a remarkable bit of tortured logic, what is good for "silent service" may not have much point in a pleasure boat! "To the rescue" are offered glossy statements with pronounced whiffs of "perpetual motion" rhetoric, eager to distract from the indefensible as more than fun experiments with predictably limited utility. All this is of course prone to give electric boats one more bad rap.

In the unforgiving context of actual AC accessibility, it seems technically and politically imperative to propose electric propulsion only for purposes in which that technology can successfully perform.

If cost and realistic utility are of relevance, there may well be a distinct maximum size of pleasure boats within the range of which electric propulsion is viable and, depending on projected use, may even be superior.

The rigid "off-the-shelf/tap-into-the-grid" limitations of accessible AC current applies to all electric vehicles of any utility. Thus, without an additional wiring project on the float or in your driveway, Lily can only count on a maximum of 15 amps of 110V AC!

Since for utility of an electric vehicle nothing beats a quick charge, the more amps we could feed Lily per hour the better. A 1-to-1 ratio of running-time vs. charging time would be fine, 1.5-to-1 great and 2-to-1 awesome. A 1-to-1 ratio for her would require something like at least 60 amps charge current to return

the maximum necessary 525 amps. But the utility of an electric vehicle also mandates onboard charging facilities and further issues arose. We had problems finding 60 amp chargers that would be "smart" in their charging regime, either explosion-proof to work right above the batteries in their compartment or waterproof for cockpit mounting, affordable, offer some status indication at a glance and not blow the fuse of the 15 amp outlet. In fact, no individual unit, cheap or high-priced, came close to filling that wish list. And what was more alarming, reading the specs of 1996 charging technology, we got the impression that getting a 12V/60 amps charge through a regular 110V AC wall outlet might not be possible at all! Whatever the reasons for it, even very advanced four-stage chargers needed already 12 amps AC to deliver just 40 amps DC to the batteries, incidentally requiring a fan to just keep cool, others were even less efficient.

But that wish list was neither unreasonable nor impossible to fill as it turned out. Remember the point earlier about the losses inherent in diodes? Had we found the single charger that fit requirements, its output for the 12V batteries would have been immediately reduced by .75V, as it would have had to have been distributed via two diodes into the six separate batteries. At 12V this would have resulted in chronically undercharged batteries, a serious "no-no" that should be avoided by design in anything powered by batteries! Rather, it was exactly the specter of this diode specific loss which had argued against the single charger idea all along. Now that it was not available anyway, the solution to our problems was found in an unexpected corner, "off-the-shelf" and superior in both performance and cost to any other solution we had entertained.

Lily has 6 separate 12V DC/IO amps water and explosion-proof chargers in her cockpit, each hardwired to feed just one individual battery. This sounds quite wild, even did to us. But consider the following: With the chargers delivering 12 volts, the batteries are temporarily separated for that process from their twin in each 24V bank via three gas-tight switches right above them in her battery/storage compartment. As a group they can feed 60 amps to the hungry batteries! Even with the infrequent maximum 525 amp duty, Lily's batteries should be back up next morning without you watching over the process, as the units manufacturer claims an automatic three-stage/smart charging process. And finally, rather important indeed, they each draw just 2(!) amps at 110V AC, resulting in a perfectly acceptable 12 amp draw on that 15 amp rated outlet! So we get 6 amps at 12V DC without any AC problems.

The chargers are placed outside under the after seat in the cockpit, rather than inside the battery compartment, for four reasons: 1) they generate some heat when they work hard; 2) their indicator lights should be visible at a glance for convenience sake either at a float or on a trailer for you to see how long the process took or if one of the batteries is a "straggler" potentially showing problems of premature aging; 3) it seems sensible, recommended in the manual as well, not to expose their plastic housing to the acrid, corrosive fumes generated by the batteries when charging; and 4) in this location they do not take up valuable volume inside the battery/storage compartment.

The good thing is that they all fit in that space as if they were designed for Lily, and they look rather nice at night when, at a glance into the cockpit, their red and then green diodes give you peace of mind that the batteries are being fed a "wholesome" diet for the next outing.

Lily's Actual Performance

Everything was in place, complete and functional, including the log meter and the battery monitor. To put Lily in action then, and ever since, we had to unplug her 110V AC connection, close the 24V DC circuit breaker, switch the three master switches to "BOTH" and check on the monitor for system voltage, lower the motor, see whether the prop turns upon twist of the power control handle, slide both bottom and top-filler panels of the motorwell in place, cast off, twist on the power with the motor's control grip and steer away.

Lily demonstrated that we had spent our efforts well. Her maximum speed indicated by her log is 3.8 knots through the water, perfectly adequate and faster than rowing or paddling for any distance, although it was somewhat less than fondly hoped. It indicates that Lily could use more than the 4" pitch on that stock propeller. But judging by her wave pattern she would probably begin to lose efficiency beyond an additional .5 knot anyway. We've found that leaving the throttle at full-bore and moving along for longer stretches at 3.8 predictable knots seems quite adequate for our purposes. Reliability at that constant full speed or any other has not been an issue so far; beyond minor attention to the batteries' water-levels every once in a while, there are no tune-ups, winterizing, multiple mechanical devices to maintain or replace.

Her consumption at that speed is only around 34 amps per hour, as indicated by the battery monitor, a most welcome confirmation of our more optimistic expectations! The motor is thus drawing just above 800 watts or about 1.1 HP. Going continuously at 3.8 knots her range is close to 8 hours to the 25% charge margin, i.e., around 29 miles, good enough for a day! This monitor also keeps automatic track of how much of your battery capacity you have used up, giving you an instant indication how much should be left in those batteries, presenting ample warning by measuring battery-voltage.

Extrapolating for an emergency scenario at that speed, it would probably be around 10 hours and around 38 miles to 0% charge, but was never tried in the interest of not "whacking" those batteries as that will dramatically shorten battery life!

At 3.0 knots speed she consumes only 18 amps, or about 430 watts, thanks to the off-the-shelf motor's built-in advanced speed control circuitry. With that low draw she runs up to about 14 hours with a range of around 43 miles, enough for full day and a good part of the night. Thus to 0% charge she would probably go near 19 hours and around 55-7 miles, but that was never tried either!

From the 25% charge level it takes up to 10 hours at 60 amps charging to recover completely. Looking strictly at her ratio of continuous run time to charging time, the ratio of 0.8:1 at top speed of 3.8 knots looks rather undesirable for reasonably carefree use of her as a day boat. But the practical probability of frequently running the batteries down to 25% in one continuous stretch is actually quite low.

The 1.4:1 ratio at 3 knots indicates actual use patterns much more realistically. Indeed, since sight-seeing, fishing, exploring and birdwatching does typically not mean "barrelling along at full bore" continuously, we have gotten awesome near 2:1! And daily utility of Lily does not require much thought beyond the reflex of just plugging her in. Even during a full day of frequent ins and outs, charging Lily in between, even for an hour, will help stretch her day well into the night. We usually are ready to get home earlier than the "gas-gauge" would admonish us to. One memorable exception to this was the time we had rigged Lily's parasol with 110V Christmas lights fed by a thirsty inverter, and on the water since noon already, we showed her off at the local Parade of Lights well into the night. But since most of our runs don't draw her down that much though, coming in before dinner she might show green lights well before bedtime. It is so easy to just plug her in!


If you don't run down the batteries to 25% every time you use her, and keep their water levels topped off, the manufacturer claims a life expectancy of over 300 cycles. This means many thousands of hassle-free miles in a comfortable boat, enough for many seasons in Lily before a new set is necessary. By then, new battery technology might enhance her utility further.

All this makes the electrical system's up front hardware cost of just under \$2000 much more palatable. Without winterizing, tune-ups or repair costs of combustion motors, a mid-term perspective makes her projected annual costs comparable, if not better, especially doing without continuous exposure to their noise, vibration, stink, gas-can lugging, oil measuring and fuel spilling. You won't ever hesitate to follow the spur of the moment to go for a smooth ride, listening to your bow-wave during the magic of sunset, or sliding into that quiet marsh to see whether the coots have hatched yet, or stealthily cruising the river at midnight past the peace of sleeping houses, hoping to get the most out of that meteor shower away from the lights.

As to her fuel expenses in all of this, a day's run that requires a full recharge from 25% to 100% costs us around \$1.20 to \$1.40.

Lily's plans are \$100 and feature eight construction and electrical layout sheets and an extensive key with all electrical part numbers and sources listed. The 86 minute VHS video "Life With Lily" is available for \$35.

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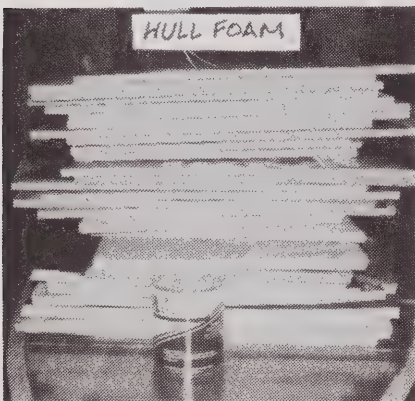
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When first sailing, your thoughts roll over the general features of the boat. Checking things out, a review to reassure ourselves that everything is shipshape. It's an enjoyable feeling to see qualities that make you feel secure and safe. That is the feeling I have when I look around and see all that flotation material in *Paradox*.

There's a great deal of flotation material aboard *Paradox*. In the photograph that's not a pint or quart container but a gallon, it's a tall pile and that's not all of it. As mentioned earlier, the foam (Celox) serves three functions, flotation, sound isolation and, of course, temperature control.



Foam Installation to Hull Sides

This is a rigid foam, it can only be cut with the long blade of the orange snap-off blade cutter. All your foam insulation for the hull should be cut from the templates you made in an earlier article. Make a dry test to install the panels, trim to fit.

Note: Do not install foam insulation between bulkheads #2 and #4 until just before the deck goes on to prevent any damage to its surface while working.

Buy a gallon of contact cement, it's not cost efficient to buy quarts. You have a lot left over so be generous when applying, particularly to the hull.

For water barrier, you should have two coats of epoxy above the waterline and three below it on the inside of the hull. Now, you're going to protect the surface even more with a layer of contact cement. Its waterproof.

Here is the typical procedure to install foam insulation panel to the hull:



1. Coat the hull with contact cement where the foam insulation will go, making sure to coat all fillets at all perimeters.
2. Coat foam insulation off the boat,

Building *Paradox*

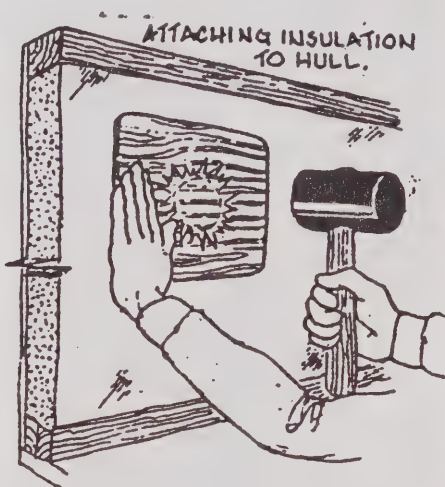
Part 14

By Don Elliott

making sure insulation position is marked so you know which way it goes. (Mark insulation on top edge with large dry marker, top, and direction of bow.)

3. Wait required drying time, (usually 45 minutes).

4. Position foam insulation to hull lightly, you cannot reposition once in place, this stuff sticks right now.



5. Do not press with your hand or you'll make dents. Use a small piece of plywood, (1/8"x 8"x 10"). Start at center, tap in place with a large rubber mallet. Work your way over the panel, you can hear when it's not sticking, it makes a small popping sound, eliminate all those sounds and you're done.

Cut foam insulation for under deck: There are two layers of insulation under the decks. It requires special installation procedures and sequence, so for now just cut it out to fit between bulkhead #1 and along carlins. It will be installed simultaneously with deck. Set aside for now.



Prepare Ply For Deck Installation

All deck panels will be trial fitted and marked from inside. There is a front panel, two side panels and a rear panel. They are butt-blocked at their junctions (see butt-block discussion below).

To trial fit a panel, bend ply over hull, tack in place, bend nails over to prevent the panel from sliding up on the nail. Climb inside the hull, draw outlines around all edges of the beams, bulkheads and sheers. Also mark centerline.

Remove marked panel, draw centerlines for nails on underside, drill small pilot to the top of panel to tell you that you'll be sure of putting that nail into something other than air.

Precoat the underside with epoxy (leave deck bare plywood), only in areas that won't receive glue.

The insulation has to go in at the same time as deck panels are installed. This is how it's done. With contact cement, coat underside of deck in the area insulation will come in contact with. On the bench, coat all surfaces of insulation that bond together. Lightly place deck foam between beams in hull. (They are scored to match curve of deck, see photo.) Now glue and nail deck panel in place. Nail first along centerline of hull, then nail side to side to keep a balance of pressure.

When deck is completely nailed down (except side panel), crawl inside with rubber mallet and plywood and bang insulation into its proper position. I ended up with a good fit throughout.

Deck Butt-Blocks

Two are required each side of hull. They are short pieces. No fasteners are required, long-reach screw clamps will hold them in position until epoxy glue dries.

Mr. J.R. Watson of West Epoxy did an extensive study on plywood joints. The results were published in Reference 1. He found that butt-block joints are only 20% the strength of the plywood itself. They leave end grain exposed to moisture. They add extra weight. They are visually unappealing. To this I would add that the fasteners to secure the butt-blocks are most often difficult to install, besides riddling the hull with holes. Their advantage is they are simple to make.

Paradox's butt-blocks are small and located in an area where there is little load on the joint, no fasteners are required at all. In the next article (Building *Paradox*, Part 15) there will be a more complete discussion on joining plywood. Then you may choose the method you prefer.

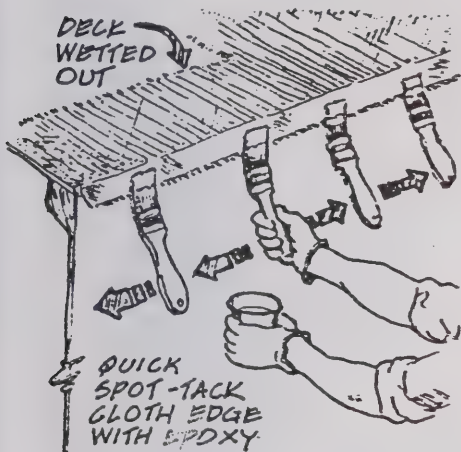
After butt-blocks are in place, install deck side panel. Trim all plywood edges that overhang the hull and radius carefully with the long Special Sander. Sand until you have a smooth 1/4" radius.

Fiberglass Deck

Prepare deck surface for fiberglassing the same as you did for the hull (see previous issue). Apply cloth to deck, you can do it in one piece or in four pieces to save cloth. I did it in four pieces, see illustration on how to make butt joint in the cloth. This method has been around since fiberglass cloth first came out. You can be assured you have a watertight joint and cloth will not come up.

First wet out deck surface as instructed in the last article. Your cloth should go over the deck edge one-and-a-half to two inches.

With deck wet, pick up a one-inch brush, do what I call the quick-tack cloth technique. Whatever you do, don't try to run epoxy over the edge with a squeegee, you'll make a mess. Employ the quick-tack method (see illustration).



With a one-inch brush, dip into a cup of epoxy and dab a spot of the cloth hanging over the edge, move the brush over four to six inches, dab in down there. Repeat over a long distance, no attempt is made to make white disappear. Now come back and cover white areas, but move along. You'll be surprised when you come back to find the cloth wetted out with very little effort. The reason is, as you moved along, the epoxy spread through the cloth. Let the epoxy gel.

Here I'd like to clear the air on a recommendation that is constantly made and repeated in fiberglass cloth procedures. It's recommended that after you have the cloth on, you fill the weave of the cloth with more epoxy. The reasons given are to ensure abrasion resistance and that you don't sand into the weave of the cloth.

Let's reason the first, abrasion resistance. If you want abrasion resistance you had better do what Matt did on *Paradox's* bottom. What about abrasion on the deck? Really, once the paint wears out, I think you'd add a coat of paint before you wear through the epoxy. That goes for just about anywhere else on the boat. If you want abrasive resistance, use extra layers of cloth in the form of overlaps like deck edges at the bow. (By the way, *Paradox's* bow is flat, not sharp, as is the tradition. Ramming into things a few times would convince you that it makes sense.)

The second point is, it fills the weave with epoxy and ensures you don't sand into the weave of the cloth. The truth is, even once you've eliminated the white areas, the little bumps you see are not cloth, but mounds of epoxy on the cloth.

The negative aspects of adding more resin than necessary are that you add unnecessary weight to the boat (and if you're doing it on the deck, definitely the wrong place), it's costly and creates more unnecessary work. To see how it should be done, follow the instructions below.

Fairing Out the Hull Surfaces

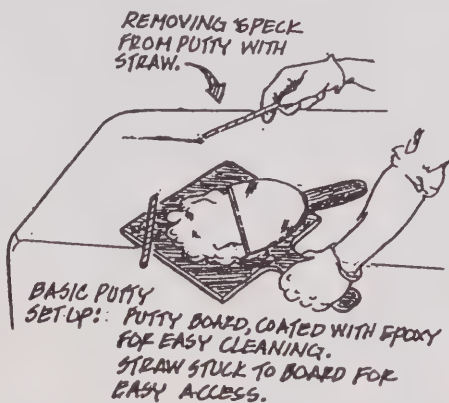
Without a doubt, this is one of the most enjoyable building experiences for me. It can be fun if your method and approach are planned.

Walk around, survey the surfaces with your eyes and the palms of your hand. Carry the small surform tool with you. Shave flush all bumps and protrusions, you want a smooth surface for the next step. (The fairing tool must glide over a smooth surface without bumping or clipping something.)

Note: For a good bond, make sure any fairing is done within a couple of days after applying fiberglass to the hull or deck.

If it's the deck you're fairing, you want a light colored fairing mix. Use microspheres with a small amount of Cabosil. I forgot to mention the colors of fillers earlier. This is how it should be, use brown colored filler (WEST 407 Low-Density Filler), use this until you get the cloth on, after that switch to white filler microspheres. The reasoning is, the white color throws you off when you're wetting out the cloth. After the cloth is on, the white color helps you see where you put the putty and indicates low spots.

It was said earlier, always work off putty board or palette. On the palette, stick a small straw to pick up dirt specks out of putty surface (see illustration). If your metal putty knife has a bevel on its edge, make sure it's always up. (This goes for squeegees, too).



Always apply putty with the grain of the plywood, that is, fore and aft. (As the deck surface is curved, it will be necessary to apply it at 30 to 45 degrees to centerline.) That way you ride the hard resin ridges of the plywood. If you go across the grain you'll be forever putting, because you'll be making valleys and hills (see illustration, upper arrow indicates high ridges, lower arrows indicate lows).

Always apply with a firm pressure and at least a six-inch metal putty knife, (no squeegees, they follow the faults). At the edge of the knife you'll have a ridge, it should be small if you've put the correct amount of putty on. Go back and smooth them out or you'll be sanding them away. We make an attempt to do as little sanding as possible.

Let that coat cure hard.

Sanding Putty Surfaces

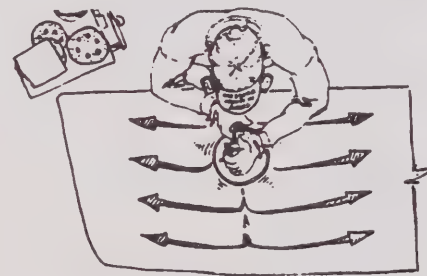
To make sanding or fairing surfaces easy, a few precautions are necessary. They are: 1) Always sand with the grain; 2) do not use power sanders on deck edges or on fillets; 3) sand always with longish sweeping strokes; 4) add putty only to lows, not all over; and 5) do not over-sand, remember we want to sand as little as possible.

Let's go over these sanding points. The purpose of sanding with the grain is the same as applying the putty; that is, not to go into

the valleys with the sander, forcing you to reputty and sand again. Constantly have a sense of what's going on with the surface. Do not hold the sander in one spot or you'll grind a low, use long, sweeping, sanding, motions, whether or not you are using Orbital Sander, foam pad or the Special Long Sander.



Don't cut into the radius edge of the deck edge with a power tool. Sand edge with the Special Long Sander. It's powerful, so use an easy motion. If there's a low along the edge, don't keep sanding the surrounding area to eliminate that low, add some putty to that low later. At the corners just use a hand block sander.



Let's walk through a standard procedure of sanding a newly putted surface.

Start with the small surform and smooth out all the large bumps. Next, with orbiting sander or foam pad, focus on the ridges that were made by the putty knives edge. (If you've applied the putty correctly, the ridges should be small.) Go over all the ridges over the entire surface. It should now look pretty good. Now with the Special Long Sander, sand entire surface, sanding slightly at an angle to the fore and aft position. For now that's all the sanding at this point you want to do. That sanding operation, say for *Paradox's* side, should have been in a time frame of 10 to 15 minutes maximum. Remember, minimum sanding.

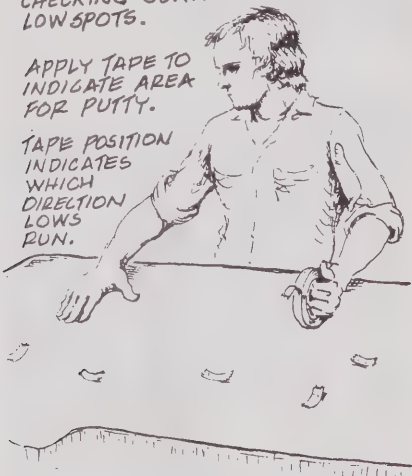
The next step is one of analysis. You're going to survey the surface you just sanded. Walk the length of the hull running your palm over the surface feeling for lows and hollows. Feel in the direction the water would flow over the hull. This is done slowly and sometimes

with a short swing of your arm, sometimes a long sweep. Those lows can run two different directions, fore and aft or up and down. Apply a piece of masking tape to indicate that direction when you find a low (see illustration). The object here is to putty only where needed. Avoid wasting putty, spreading it all over the place for no purpose other than wearing out your sander.

CHECKING SURFACE FOR LOW SPOTS.

APPLY TAPE TO INDICATE AREA FOR PUTTY.

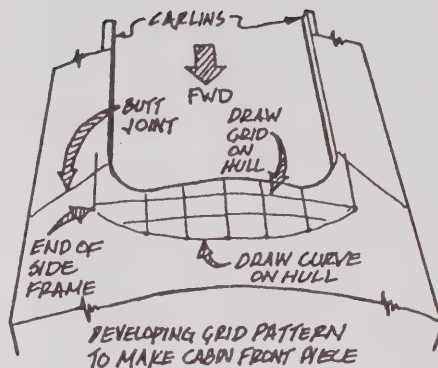
TAPE POSITION INDICATES WHICH DIRECTION LOWS RUN.



Follow the above until you're satisfied. Small pits and imperfections will be filled with paint, so reach a point and quit. If you're applying non-skid to the deck an ultra smooth surface won't be necessary. Don't work yourself to death to achieve a glass smooth surface, it's a homebuilt boat, not the side of a Cadillac. I once asked a professional boat builder how he faired hulls. His answer was, "I just lay on a thick layer of putty and sand it down with a long power sander." I can only comment that that method may be fine if you don't care how much extra weight you add to a boat, or if you have plenty of money to waste on epoxy and filler. I hope my way makes more sense to you.

Window Front Structure

The deck has a curved surface athwartship to ensure drainage of standing water. The window at the front at its base must follow that curve, it is also curved in the plan view (see illustration).



To make this part, you have to have a method to establish its shape. It's easiest to follow the standard method of using a grid pattern to control the parts curve.

Clamp the side frames (we made these earlier) to the hull on both sides in their correct position. Mark the corners on each end. Remove window side frames. Mark the front location curve at the centerline of the hull, lay a batten across the hull, touch corners and mark at centerline, draw that curve. Now make a grid pattern on the hull. Transfer that to a piece of ply (pay attention to grain of ply). Make three of the same.

Here is something I do all the time. I use brass brads to hold parts in place while I work on the part or to hold something in position until I can drive in the ring nails. I have them in a variety of lengths, also they have small heads.

The brass brads in this case will be used to hold the three pieces while I cut the front curve. Set your table saw at 38° and slowly and carefully cut that curve. You need a steady hand but it's not all that hard to do. Clean up with sander. Cut back curve. The sides can be left slightly oversize, they'll be trimmed on the hull.

Now make the rear window deck piece using the same method.

Mount Curved Ply Window Pieces to Hull

Here's another thing I do all the time. If the bronze ring nails are too long, I cut them halfway through, snap the tip off and grind a new point.

Even though the epoxy on the hull had cured only a day, I still scored the surface with the 3m paint stripper. Glue well and clamp in

place on the hull. Drill and drive the bronze ring nails into the mast brace. You don't want this part to move, ever.

Install the rear curved window piece to the hull using the same method, except nail into bulkhead beam.

Then add copper nails and bend them over per plans.

The next article of Building Paradox, Part 15, will include, "Cabin Structure," "Hatch Construction," "Cutting and Drilling Lexan" and a discussion on sealant use.

References

1. EpoxyWorks No. 7, Spring 1996, Gougeon Brothers, Inc.

Bamboo Material Alert

By Craig O'Donnell

Here's a bamboo material alert. I've been following up on bamboo in boatbuilding, mainly on the history side. I've had success with local Maryland bamboo (*Phyllostachys Aurea* or "Golden Bamboo") cut from a stand in the woods. From it I have a 2-1/2"x 18' mast on my sailing canoe and a host of battens and spars from 1/2" on up.

This is not as exotic an idea as you might think. Tonkin cane is considered top notch for ski poles and fishing rods. In fact, during World War II the government did much research into bamboo species which could replace the supply of Tonkin cane halted by the war. It was considered strategic material.

Bamboo was widely used in whaleboats' lug, gaff, sprit and gunter rigs. *The Whaleboat* by W.D. Ansel, published by Mystic Seaport Museum, supplies more detail.

Gaff, yards or booms up to 3"x 24' were typical. Whaleboats were over 25' long and weighed something more than a ton. Sailcloth was heavier in those times too. So I suspect a 2" pole would work very well in canoes and typical small "instant boats" for mast, sprit, gaff or yard.

The following is a note from the Internet about a source of what should be some very nice 2" bamboo spar material:

"I recently landed a container of poles from China. Some mistakes were made in the order, as a result I have a large surplus of 12'x 2" Tonkin cane." Andy Royer, Bamboo Hardwoods, (206)223-0658, email: andyr@bamboohw.com"

Any readers with WWW access can look into the American Bamboo Society site at <http://www.bamboo.org/abs/>

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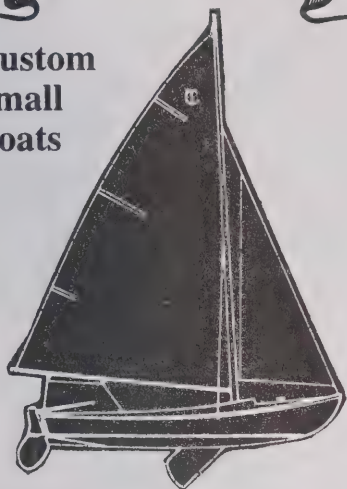
BAYBIRD

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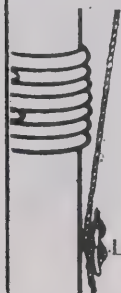
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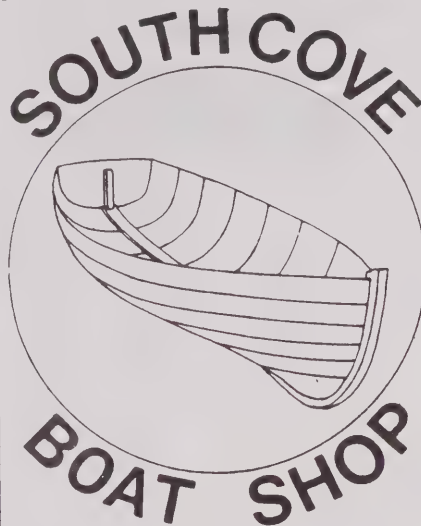
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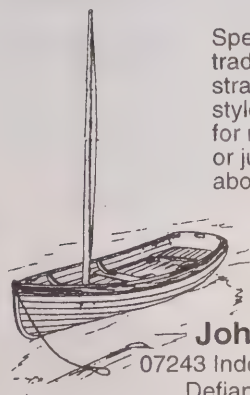
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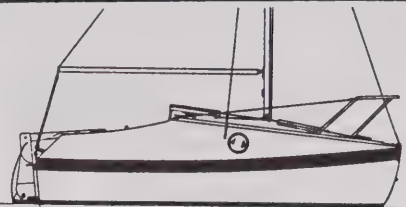
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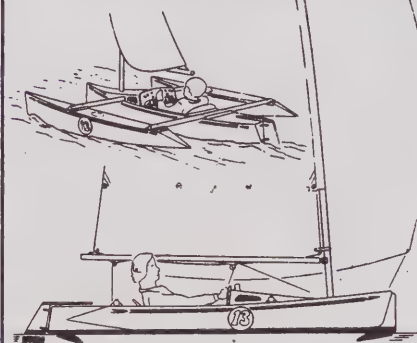
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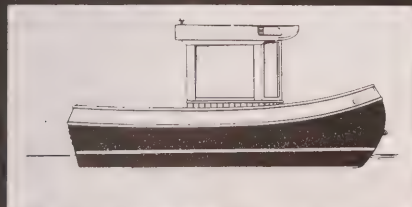
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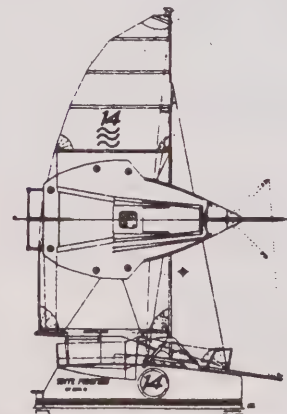
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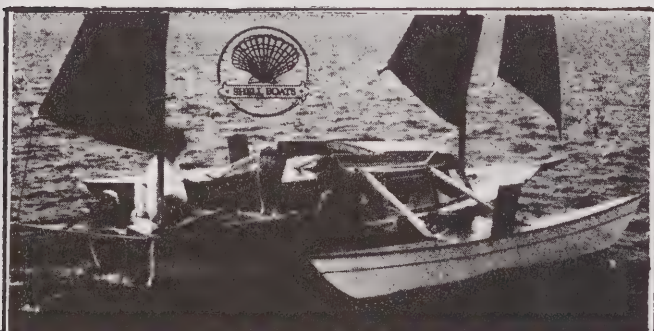
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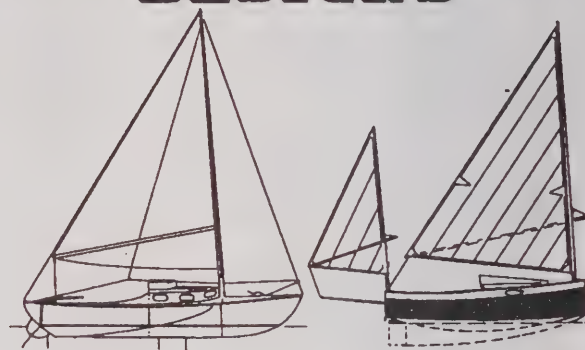


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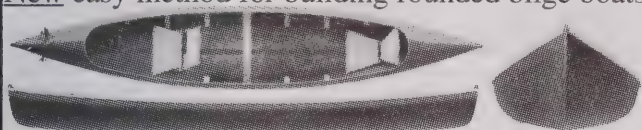
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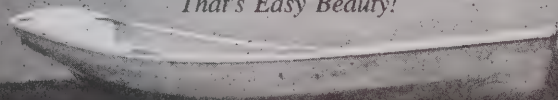
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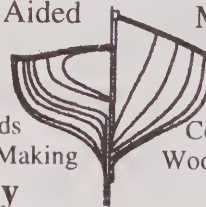
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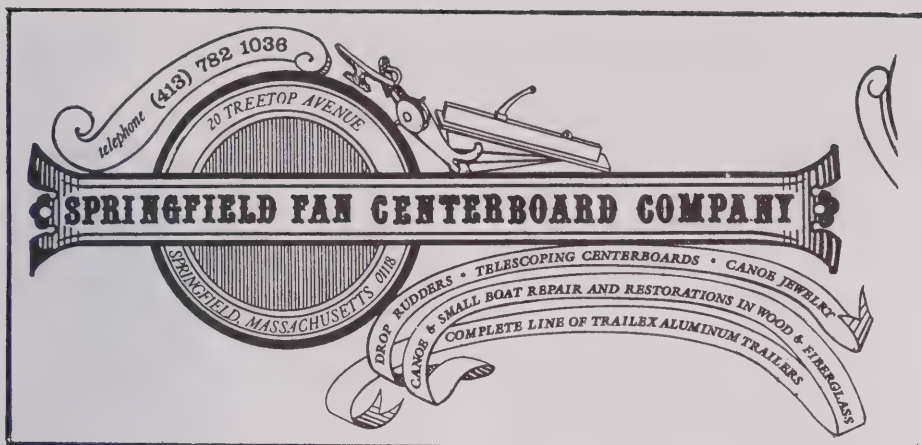
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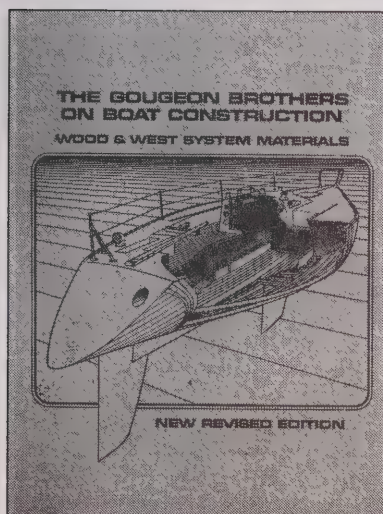
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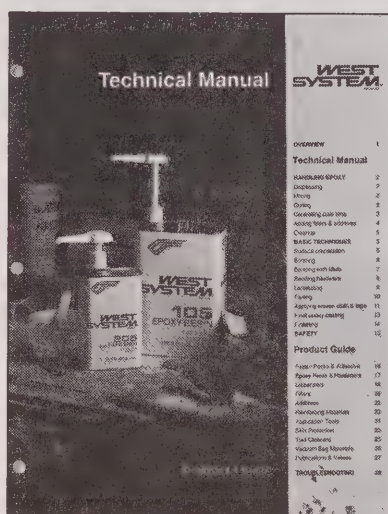
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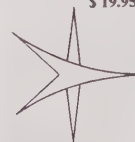
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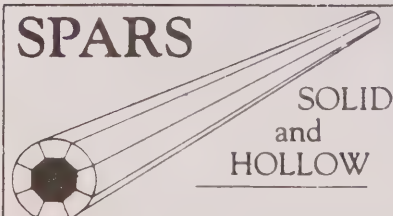
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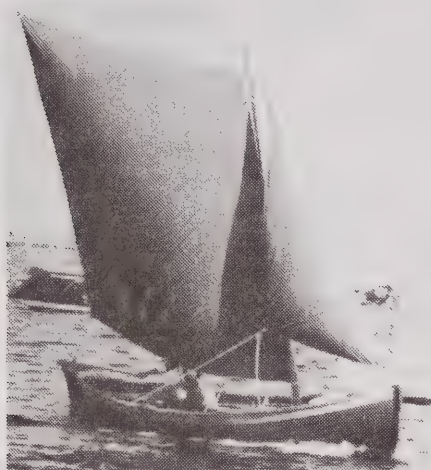
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Full Sea, Inc., a restoration group in Greenport, NY offers the following boats for sale, charter or stewardship: **23' Burgess Daysailer**, shoal draft KCB, '37, vy gd cond. \$2,500. **25' Cheoy Lee Frisco Flyer**, teak sloop, '61, nds some decking, otherwise gd. \$3,500. **32' Walsted Sloop**, KCB, '61, exc. \$20,000. **35' David Stevens Schooner**, '72, riveted pine on oak, Bluenose model hull in gd shape, nds engine, interior, masts. \$3,000. **35' Ohlson Yawl**, '62, vy gd. \$14,000. **39' S&S Luke Yawl**, '57. **Pearson 30**, '76, clean, exc cond, Atomic Four nds rblng. \$12,000. **25' C&C Redline Sloop**, '71. \$3,500. FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)

20' Rowley Skiff, from Winninghoff Boats w/85hp Johnson & trlr. \$3,500. **28' Winner Flybridge Cruiser**, \$7,500. DICK DUDEK, Waterford, CT, (860) 277-2858. (22)

'58 16' Hi-Liner Mahogany Runabout, Hide-A-Way convertible top. \$450. BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (22)



Roberts Spray 28, 28'8" LOD, 10'6" beam, 3'6" draft. Steel hull launched in '84. New 18hp Volvo-Penta diesel installed '88. 30 gals fuel, 50 gals water, SS propane range & oven, VHF, knot/log, depth sounder, 30lb plow & 22lb Danforth anchors, 8' dinghy & steel cradle. Coast Guard documented. A grt cruising boat! \$21,500. BOB SLIMAK, 2613 W 5th St. #4, Duluth, MN 55806, (218) 723-1088. (22)

14'4" Sturdee Cat, marconi rig, '76 3hp Johnson OB & trlr. Vy gd cond. \$3,150. **12' Dyer Sloop**, '76, 4.5hp Johnson OB & trlr. Grt cond. \$2,500. **Edey & Duff Stonehorse**, cutte rig, 7hp Westerbeke diesel. Beautiful sailing & handling. \$18,300. R.J. IZZO, Wickford, RI, (401) 294-3567. (22)

Dovekie '84, Hull 107, 21'5", 4" draft sail & oar leeboard sharpie cruiser. Strong, unsinkable airex-glass constr., E&D galv trlr w/spare hub, 2 spare tires. Custom motor mount. Graphite-epoxy coated bottom, sail cover, home made back porch, maple oars, 8lb anchor, more. \$3995. DON HURD, Annapolis, MD, (410) 263-5101. (22)

15'6" Gloucester Gull Dory, professionally blt '95. Rows, tracks & carries beautifully. Yacht green hull, light buff interior, Cetol on seats, breasthook & gunwales. Like new cond, bronze fittings, dynel bottom. \$1,750. BERNARD POWER, Mystic, CT, (860) 445-9037 days, (860) 536-8637 eves. (23)



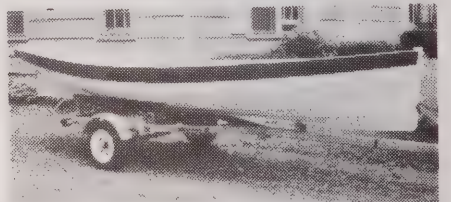
14' Elco Electric Launch, '96 model. State of the art, 5-6mph, 12hr cruising range. Battery charger. All FG w/warranty. \$5,800. Trades considered. TOM FRAUENHEIM, Buffalo, NY, (716) 873-8288. (23)

8' Sumner Sailing Dinghy, FG, lbdts, rudder, nds sail & some work. Hull fine. \$150. BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (23)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (TF)

18' Wood Lyman, '57, 109hp Greymarine. Runs nice, floats nice, is nice. Trlr. \$2,900. GEORGE HAECKER, Omaha, NE, (402) 558-6479. (22)

13-1/2' Jim Steele Peapod, sprit sail, cedar, cop-per riveted, gunwale guard, Calkins trlr. \$3,350. **4hp Evinrude**, '93, long shaft Yacht Twin, low hours. \$650. Sell as package or separately. JOHN GRUEN, N. Berwick, ME, (207) 324-5489. (22)



18' Whitehall, glued lapstrake. White w/blue sheerstrake, lt. gray interior, cherry rubrail & oar-lock pads. 2 sets oars, bronze hrdwre, galv trlr. NEW! \$3,900. **18' x 3'1" Pulling Boat**, glued lapstrake. White w/red sheerstrake, lt. gray interior. Oak trim, sliding seat, bronze hrdwre. NEW! \$2,200. JAMES GOODMAN, Guilford, CT, (203) 453-9330.



32' Historic 3 Log Canoe, blt Poquoson, VA 1890. Beautifully restored. Dacron main & jib w/covers. 1914 Grey Marine engine, 8' beam, 18" draft bd up, 36" bd down. Truly "one of a kind". \$10,000. JOSEPH FERHRER, PO Box 68, Snow Hill, MD 21863, (410) 632-3746. (23)

Dirigo 17' Sea Kayak, new cond, always stored inside. Compl w/rudder, Silva compass, cockpit cover, spray skirt. \$1,250. **Folbot 17' Greenland Kayak**, folding dbl. \$1,095.

DICK GYSAN, Colfax, NC, (910) 643-0608. (23)

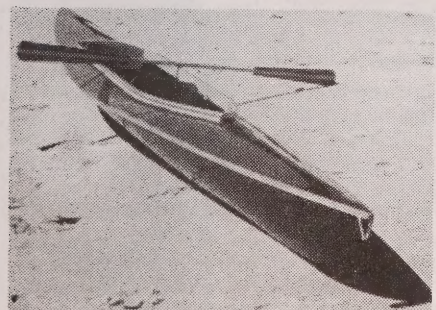
20' Classic Chesapeake Fantail Launch, '85, pine on oak, 6hp antique gas engine, hand start with transmission and magneto, custom trlr. \$2,500 firm. JAY HOAGLAND, Rockport, ME, (207) 596-0786. (23)

12' & 16' Sneakbox Sailboats, Beaton Bros., Mantoloking, NJ. Vy shallow draft, catboat gaff rig, traditional generic sneakbox/duckboats. BOB BOSSETT, Brielle, NJ, (908) 528-5173 eves. (23)

'61 Thompson 22' OB Runabout, walkaround cuddy cabin, no motor. Sound hull & cabin. Have marine ply for decks, & other materials. W/tandem trlr. \$1,600. **'57 Shepherd 15-1/2' OB Runabout**, mahogany, 50hp Merc, modern trlr. Ready to use. \$2,450. BOB CECILE, Springfield, OH, (937) 325-4333. (23)

14' Force Five, new Cullen sail (never used), trlr. Boat nice, trlr exc but nds new bunker. \$850 firm. DOUG GRAY, Lancaster, PA, (717) 291-1901. (22)

12' Old Town Sportboat, '54 restored, wood/canvas, 4' beam, '63 6hp Evinrude & trlr. \$3,000. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (1P)



Pokomoike Kayak, dbl/single, 19'10"x28", 56lbs. Design by Chesapeake Light Craft, quality blt by meticulous professional woodworker using 4mm okume plywood. Open cockpit easily converts from dbl to properly trimmed single. Beautiful finish w/ red hull, varnished deck, ash trim. Stable, comfortable & solid. Incl 2 custom paddles. \$1,200. STEVE SIKKEMA, 4450 Hemlock Ct., Harbor Springs, MI 49740, (616) 526-1051. (23)

Bolger Micro, 15'3" cat yawl. Gd cond, epoxy/glass sheathed, well equipped. Galv trlr, 2.5hp Evinrude. \$2,200. January '97 2-wk cruise in S. Florida a grt success! **Mirror Dinghy**, Hull #62158. 10'10" sloop or cat rig, red sails. Marine ply, gd cond, cartoppable. \$500. See *MAIB* Nov. '96 for descriptive article. **Folbot Pisces Kayak**, 16', 2 person folding. Gd cond, sprayskirt, rudder, 2 dbl paddles. \$550. Leaving country so boats have to go. BILL HUGUELET, Sylva, NC, (704) 586-5376, Fax (704) 586-1741, email: kimbill@hotmail.com. Lv message if we're out cruising. (23)



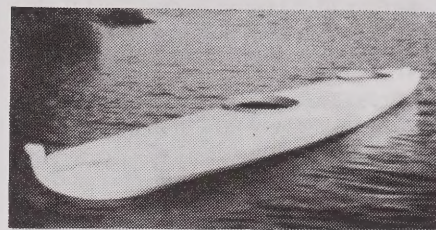
19' Goshawk Sailing Kayak, 2 place schooner rigged, blt by Dan Leonard in '90. Stunning gd lks, hull varnished mahogany & ash, protected & fastened by epoxy. Exc cond. Incl 3 sails, 2 sets masts (alum & wood), trlr, cartopper & dolly, Shaw & Tenney paddles, boat cover, compass, cushions, etc. Vy lt & fast. Nds for 3rd passenger forces sale. \$5,000 OBO. BILL MULFORD, 5832 N. Dean Rd., Orlando, FL 32817, (407) 657-4272. (23)



Queen Charlotte Kayak, 16'10"x24", blt from Pygmy Kayk Co. kit in '88. 40lbs, Feathercraft rudder, sea sock, spray skirt, custom deck bag, bucket seat, fittings for BSD mast & akas suitable for BOSS rig (or other outriggers). Bright finished occume 3mil ply, System 3 epoxy, spar varnish, boat wax; clear glass on bottom inside & out. Not used since '91, stored inside & meticulously maintained. \$800. **Betsy Bay 8' Eskimo Style Paddle**, (shown in photo), 2-pc, vy lt wood/graphite/epoxy. New \$170, yours for \$75. Health & poverty force sale. BILL ROBINSON, 5209 Buckingham Dr., Charlotte, NC 28209, (704) 522-7249. (23)

14' Lincolnville Wherry, cedar, oak, douglas fir. Row or sail, spritsail rig. Galv trlr. eyecatching boat in exc cond. \$3,200OBO. PETE LAUSER, Chalfont, PA, (215) 822-0992. (23)

2 Esprits by Northwest Kayaks, asking \$1,300 each. Solstice ST by Current Designs, asking \$1,400. Pisces by Current Designs, asking \$1,200. All boats include paddles, spray skirts and cockpit covers & are in like new cond. MIKE KARASIC, Brick, NJ, (908) 840-8830. (23)



Sailing Baidarka, 19-1/2' long, 28" beam, 55lbs, 2 person. White ash & spruce w/dbl dacron skin. I blt it and realized I don't nd a 2 person boat. Asking \$800, a deal, but I nd rm to bld next boat. Will do part trade for 6' joiner or 12" planer. LORI BERG, RR2 1380, Plainfield, VT 05667, (802) 454-1874. (23)

10' Trinka Sailing Dinghy, '93, white FG hull, alum spars, sail in bag, lines, oars, bronze oarlocks, teak flrlds, center thwart, breasthook, quarter knees & transom reinforcement, bronze drain, SS towing eye, blue canvas boat cover, blue spar bag, trlr. Can be used as yacht tender or racing dinghy. In vy gd well cared for cond. Name *Seacat*. \$2,000. JOHN PALMER, Mansfield, PA, (717) 662-2229. (24)

Mud Hen Sailboat, 17'4" dbl ender. Always trailered & garaged. Mint cond. Tanbark sail & full canvas. Open cockpit holds 8. Teak seats & flrlds. FG hull, full foam flotation. CB, 6" draft bd up, will sail in as little as 12". 4hp Johnson w/separate tank & 9' oars. Alum tabernacle mast w/boom gallows. Galv trlr >1,400lbs loaded. Single hand, launch, rig & sail away in 10 min. \$5,500, may trade for 18'-20' open alum workboat. TOM WOOD, Capital Area, ME, (207) 268-4489 eves & wknds. (23)

Black Skimmer, Bolger leeboard sharpie. Vy gd cond, blt '78. Mahogany ply throughout, spruce spars, '87 Johnson 8hp, tandem trlr. Many other accessories. \$5,000. GUS HEDDEN, PO Box 32, Tuftonboro, NH 03816, (603) 569-4256 days, (603) 544-2369 eves. (23)

'57 Owens 23' Inboard Cruiser, 4 cyl Hercules, enclosed head w/Porta-Potti, blt in icebox sink w/ 30gal water storage. VHF radio w/weather alarm, depth finder. V-berth slps 2. Hull has 3 coats of West System epoxy. Ready to go anywhere on own trlr. Cruise all day on 8gal fuel. \$3,500. Pictures available. JAMES DOOLAN, Middlebury, VT, (802) 388-7337. (23)

16' Swampscott Dory, row, sail, motor. As seen on Toyota & Timberland TV ads, hand blt of FG and teak in '91 by master boat builder Roger Crawford of Humarock, MA. Practical, efficient, unique, beautiful, an instant heirloom. Perfect cond. New \$8,000+ w/trlr, \$4,750 firm. JERRY GUNNELSON, Cambridge, WI, (800) 279-1776 days. (23)

27' Tartan Yawl, '67, fully equipped in gd cond. Marblehead mooring. Sale for \$8,500 OBO or shared ownership. KEVIN CONDON, Marblehead, MA, (617) 598-2229. (23)

18' Lowell Sailing Surf Dory, gunter rig w/jib & Sitka spruce mast w/boom. Traditional contrs w/ West System on bottom planks & garboards. Custom trlr & 6hp Evinrude mounted in well. Compl w/oars & hrdwre. \$10,000 value new, \$3,000 firm. will deliver. KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (23)

San Juan 21 Mark I, Sail #190, race or cruise. Exceptionally well maintained, custom interior mods, 6 sails, custom trlr, 6hp motor, all performance mods permitted by Class Association. Too many options to list, call for list. You will need only lifejackets to sail away. \$4,700. DICK HALL, Altoona, PA, (814) 944-3951 days, (814) 943-4771 eves. (23)

Cape Dory 10, FG sailing dinghy, blt-in CB, alum spars. High qual, gd cond. \$895.
W. MURPHY, 60 Green Rd., Kingston, NH 03284, (603) 642-7489. (23)

18' Cape Charles Kayak, West System/okoume w/rudder. Gd cond. \$800. **17.5' Aquaterra Sea Lion Kayak**, blue w/rudder. Gd cond. \$600.
EDGAR KLEINDINST, N. Falmouth, MA, (508) 564-4439. (22)

International Star, '68 cedar on oak, exc hull. Alum mast, Harken hrdwre, rod rigging. 3 full suits North & Sobstad sails. Trlr incl. Nds paint & minor work. \$3,000 OBO. **34' Hinckley Souwester**, '46. Sound hull, cedar on oak refastened in '88. New keel bolts, some frames replaced. Nds 1 more frame, deck work & transom. Alum mast, cedar boom, main & 2 headsails late '80's. Big bronze Barlow self tailing winches, old style bronze secondary winches. \$5,000 OBO.
HEIDI EVERICH, Branford, CT, (203) 483-1797. (22)

13-1/2' Wenaumet Kitten Catboat, compl w/sails (incl spinnaker) & rigging. Nds work on deck & 3-4 frames should be replaced. Asking \$950.
JOHN WHEBLE, Kingston, MA, (617) 585-6962. (23)

Robin Sailboat, classic Rhodes design sailing dinghy. Lil Dude tilt trlr w/new bearings, wheels & tires. Boat, sails, trlr all exc cond. \$1,200.
JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (22)

16' Chestnut Freight Canoe, wood/canvas, vee-stern, ca. '70. Stored inside, seldom used since restoration by Rollin Thurlow. That cost \$800 and was well worth it. A beautiful wood canvas canoe at a rock bottom price. \$1,200 incl delivery within New England.
HERB GUNNISON, 1 Jane St., Saugerties, NY 12477, (914) 247-0841. (22)

Spring Clearance: \$1,200 yr choice 7' or 9' Penn Yan Aerodginghy, plus 15' Kennebec, 16' Peterborough, and 17' E.M. White canoes. All restored. 11' Sailing Dinghy (wood/canvas) useable as is.
GIL CRAMER, Bryan, OH, (419) 636-1689. (22P)



Nimble Vagabond, grt boat for Keys, ICW, or just messing about. Exc cond, fully found, add food & go. \$13,990. Located SE FL.
WILLIAM LEWIS, Pembroke Pines, FL, (954) 437-9764. (22)

Bolger Cartopper. 11'6"x4', sailing rig & oars. Solid but nds refinishing. No trlr. \$300 OBO.
JOE ZONA, Holden, MA, (508) 829-7338. (22)

16' Paceship Sailboat, motor & trlr. \$1,095. **11' Mirror**, sail, jib, spinnaker, cover, oars, anchor, trlr. \$1,200.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (23)

17' Old Town OTCA Canoe, wood/canvas blt '254. Orig exc cond. Floorbds & sailing equipment incl. \$1,475.
R.A. NOTARISTEFANO, Northport, NY, (516) 757-3087. (23)

Antique Whitehall Rowboat, '06, mint cond. 4 oarlocks w/oars, trlr. Located Higgins Lake, MI. \$2,500.
JAMES VARY SR., Wheaton, IL, (630) 462-0523. (24P)

23' FG Sloop, fin keel, lg cockpit, V-berth w/cushions, 7 sails, assorted gear, winches, compass, etc. Phil Rhodes Tempest design. Nds paint. \$1,000 OBO.
PAUL FORMAN, Ipswich, MA, (508) 356-7826. (23)

Rare Antique Double Ender, 14' Adirondack lapstrake w/original oars. Possibly rental boat. \$550.
SUSAN PETERSON, Wolcott, NY, (315) 594-1906. (23)

24.5' Bristol Full Keel Sloop, custom mahogany interior, new electronics, 30hp Suzuki. Compl cruising package. \$7,900, vy negotiable for quick sale.
TWIN BRADEN, E. Boothbay, ME, (207) 774-3606. (23P)

ADIRONDACK GUIDEBOAT, 15' white FG; Steve Kaulback registered hull. 3 caned seats, backrest, bottom boards & 8' oars. \$1,000.
GEORGE PATTON, JR., Barrington, RI, (401) 245-3408. (23 & 1P)

'95 Necky Arluk 1.9, high performance sea kayak. One of best & fastest touring boats. In exc cond w/ static deck lines & pump bracket. \$1,600.
MIKE TOTTON, Rock Hall, MD, (410) 639-2848, Fax (410) 639-2555. (22)

BOATS WANTED

Folbot Kayak, FG double or other vy high volume dble kayak.
DICK DUDEK, Waterford, CT, (860) 277-2858. (22)

Grand Laker, lustng for one in any cond.
MICHAEL HERNDON, Danville, KY, (606) 236-2125, email: MTHEARN @ SEARNET.COM (22)

Early Gas Engine Launches, Canoes, Power Dories, pre-'30, any cond, compl boat, parts, any literature.
ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033-1410, (609) 428-7357. (23).

SAILS & RIGGING FOR SALE

Main & Jib, for International Star, vy gd cond. \$375.
PETE LAUSER, Chalfont, PA, (215) 822-0992. (23)

GEAR FOR SALE

British Seagull Outboards, 3hp longshaft \$250, 5hp longshaft \$450.
JODY KAPLAN, Smithtown, NY, (516) 724-6506. (23)

Outboards: '56 Johnson 7.5hp. \$250. '56 Johnson 10hp. \$200. '39 Bendix Eclipse 2.25hp. \$200. '37 Johnson KA-37 9.3hp. \$200. Other 25hp-55hp as is. \$50-\$150 ea.
BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (23)

1/8" Mahogany Veneer, approx 200sf, mostly 4" widths, 7'-9' lengths, sequence matched. \$4/sq ft.
MIKE PARSONS, Ridley Park, PA, (610) 461-4821. (23)

Cast Iron Keel, for International Star. \$75.
PETE LAUSER, Chalfont, PA, (215) 822-0992. (23)

Palmer Engine, Model PW27, 1cyl 8hp water cooled w/starter/gen & reverse gear. Professionally rbtl, new piston, rings & valves. \$850.
GREG MOROZ, Chester, NJ, (908) 879-4621. (23)

White Poly tarp Sail Kits, bld yr own rugged polysail in less than a day for a fraction of the cost of traditional sails. Incl heavy weave pure white polytarp (4 sizes from 10'x20' to 20'x30'), 108" of 3" wide white industrial vinyl tape (colors extra); brass grommet kit; utility knife; 100' poly rope; marker; and directions. 10'x20' kit can make two smaller sails for only \$49.50 + S&H. Grt performance. DAVE GRAY, 7404 Madden Drive, Fishers, IN 46038, (317) 842-8106. (1P)

Custom Canvas Bags. Call for brochure. Monogramming available.
CLARK CANVAS CO., Cataumet, MA, (508) 563-5208. (5P)

Tanaka OB, 43hp air cooled trolling motor. 6 hrs use since new. Owner's manual. Like new. \$275.
JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (22)



ADD SPIRIT to your rowing! Introducing the OARS ALE T-shirt. 100% heavyweight, garment dyed grey cotton, 2 color graphics. Sizes M,L,XL,XXL. \$19 each. Add \$2 for XXL. Also oversized 15oz OARS ALE MUG \$10. \$4 S&H when you mention *Messing About in Boats*. Toll Free 1.800.985.4421, Fax 207.985.7633. VISA, MC, American Express. Color catalog of rowing gear \$2.
WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA. (EOI)

15' Canoe Mold, FG, 2 pc. \$450.
BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (22)

150lb Mushroom, \$100.
DICK DUDEK, Waterford, CT, (860) 277-2858. (22)

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

SS Anchor Mount, new. \$50. **Genoa Snatch Blocks**, 2 w/slides. \$95.
RICHARD DOWNES, 170 River St., Weymouth, MA 02191, (617) 335-6677. (22)

GEAR WANTED

Trailer, for 24' keel sailboat measuring 3,000lbs, 8' beam, 3'6" draft.
GENE PUMPHREY, 32 Sandra Ln., Bloomingdale, NJ 07403, (201) 838-0136. (23)

Penn "Squidder" Fishing Reels, Penn #145.
BILL BAILEY, Kittery Pt. ME, (207) 439-4231, email: Baileyone@prodigy.com (23)

Old Marine Engines, parts, any cond. Palmer, Lathrop, Gray, Lozier, Truscott, etc. Compl engines or carbs, spark plugs, igniters, oilers, grease cups, coils, etc.
ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033-1410, (609) 428-7357. (23)

Lugsail Spar, 13', 3" diam middle tapering to 1-1/2" @ ends.
J. STILGOE, Norwell, MA, (617) 659-2090. (22)

BOOKS & PLANS FOR SALE

Tom McGrath's Short Tales, boxful found during recent cross country move. Readers of Tom's bygone series of adventures with his Townie and the *Damn Foole* in this magazine interested in purchasing one of these amusingly illustrated 8-1/2"x 11" bound books, may do so by sending check for \$12 payable to the undersigned (Tom's daughter). Proceeds will help fund Tom's next adventure at sea.
ERIN RUOCCO, 5066 W. Kingbird St., Tucson, AZ 85742. (TF)



BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats including the 12' Stitch-N-Glue "FIFE" shown above - Sea kayaks - Dorries - Dinghies - Daysailers - Motorsailers - Powerboats - Fishing boats - More.
176-page DESIGN BOOK - \$5.00 (Sent Airmail) - Includes FREE "Supplies Catalog". Epoxy Manual \$2.00. "How to Fiberglass" Video \$32.95.
GLEN-L, Box 1804/MA7, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 310/630 6258, fax 310/630 6380, email: boatkit@aol.com (TF97)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details
H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (97P)

Charts, Lake Champlain, Richelieu River, St. Lawrence (west of Sorel), East Lake Ontario, Ottawa River, Rideau Canal, Mohawk/Erie Canal (east of Finger Lakes), Hudson River, Champlain Canal, New York Harbor & Adjacent Coastal Areas. \$250.
JOHN CHICOINE, St. Albans, VT, (802) 524-6122. (23)

Voyages of the Damn Foole, Tom McGrath's first "officially" published book will be on sale in book stores and gift shops that carry International Marine/Ragged Mountain Press books, by St. Patrick's Day, "if the luck of the Irish is with us", reports Tom's #1 fan and landlubbering daughter Erin. Inquiries for ordering of *Voyages of the Damn Foole* should be addressed to the following:
MC GRAW HILL, Inc., Customer Service Dept., P.O. Box 547, Blacklick, OH 43004. Retail customers may call 1-800-262-4729; bookstores may call 1-800-233-4726. (TF)



"Bliss", the quick & easy canoe; plans & instructions \$26. Illustrated Design Leaflet \$2.
DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (20EOIP)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

"Sleeper", 7' 10" car topable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

Rare Nautical Books, used and/or out of print. Send for free list. Search service.
JUST BOOKS, RR2 Box 214, Mt. Vernon, MO 65712, (417) 466-4282. (1P)

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